

TWELFTH
R E P O R T
OF THE
DIRECTORS
OF THE
AFRICAN INSTITUTION,

READ
AT THE ANNUAL GENERAL MEETING HELD ON
THE 9th DAY OF APRIL, 1818.

TO WHICH ARE ADDED,
AN APPENDIX,
AND
A LIST OF SUBSCRIBERS.

LONDON:

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1841-1842

FORM OF A BEQUEST.

I GIVE and bequeath to the Treasurer for the time being of the Society or Institution now usually held in Fludger Street, Whitehall, within the Liberty of Westminster; and commonly called the AFRICAN INSTITUTION, the Sum of Pounds Sterling, for the better support of the said Institution, and carrying on the designs thereof; and I direct the same to be paid out of my Personal Estate within Calendar Months next after my Decease.

326.6

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List of Subscribers.

Notices respecting Subscriptions, &c.

*At a General Meeting of the Subscribers to the
AFRICAN INSTITUTION, held at the Free-
masons' Tavern, on Thursday the 9th day
of April, 1818;*

THE

RIGHT HON. THE EARL OF CALEDON (V. P.),

IN THE CHAIR :

*THE MINUTES of the last General Meeting were read
and confirmed.*

*A Report of the Proceedings of the Board of Directors
during the last Year having been read by the Secretary, it
was moved by Lord Gambier, V. P., and*

Resolved unanimously,

That the Thanks of this Meeting be given to the Directors, for their conduct in the management of the affairs of the Institution during the past year, and for the interesting Report now read ; and that they be requested to print the substance of it.

*On the motion of William Wilberforce, Esq., M.P., V. P.,
it was*

Resolved unanimously,

That the cordial Thanks of this Meeting be given to Colonel MACCARTHY, Governor of Sierra Leone, for his zealous and indefatigable exertions both for the suppression of the Slave Trade and for the social and moral improvement of the Natives of Africa ; and that he be requested to accept the situation of an Honorary Life Governor, as a testimony of the high sense which the African Institution entertains of his eminent services.

*On the motion of Thomas Babington, Esq., M. P., it was
Resolved unanimously,*

That, as an acknowledgment of the high sense which this Meeting entertains of the humane and benevolent conduct of the Honourable SIR ALEXANDER JOHNSTON, in promoting the objects of this Institution in Ceylon, he be elected an Honorary Life Governor.

On the motion of William Wilberforce, Esq., M. P., V. P., it was

Resolved unanimously,

That his Royal Highness the DUKE of GLOUCESTER be respectfully requested to accept the renewed acknowledgments of the large debt of gratitude which is due to his Royal Highness, from all who are interested in the social and moral improvement of Africa, or in the success of the efforts of the African Institution.

*On the motion of William Smith, Esq., M. P., it was
Resolved unanimously,*

That the warmest Thanks of this Meeting are due to the EARL of CALEDON, for his conduct in the Chair this day, and for the constant interest taken by his Lordship in the affairs of this Institution.

On the motion of Edward Bootle Wilbraham, Esq., M. P., it was

Resolved unanimously,

That the Thanks of this Meeting be given to THOMAS HARRISON, Esq., for the unremitting zeal and activity with which he has filled the important office of Secretary, and for the disinterestedness with which he has gratuitously given his time and services to the Institution.

PATRON AND PRESIDENT.

**HIS ROYAL HIGHNESS THE DUKE OF
GLOUCESTER, K. G.**

VICE-PRESIDENTS.

His Grace the ARCHBISHOP of CANTERBURY.
 The Most Honourable the MARQUIS of LANSDOWNE.
 The Most Honourable the MARQUIS of HASTINGS.
 The Right Honourable the EARL of BRISTOL.
 The Right Honourable EARL GROSVENOR.
 The Right Honourable the EARL of ROSSLYN.
 The Right Honourable EARL GREY.
 The Right Honourable the EARL of SELKIRK.
 The Right Honourable the EARL of CALEDON.
 The Right Honourable the EARL of MOUNTNORRIS.
 The Right Honourable VISCOUNT MILTON.
 The Lord BISHOP of DURHAM.
 The Lord BISHOP of BATH AND WELLS.
 The Lord BISHOP of ST. DAVID'S.
 Right Honourable LORD HOLLAND.
 Right Honourable LORD GRENVILLE.
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 Right Honourable LORD GAMBIER.
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 Right Honourable GEORGE CANNING, M. P.
 Right Honourable J. C. VILLIERS.
 Right Honourable NICHOLAS VANSITTART, M. P.
 Sir SAMUEL ROMILLY, M. P.
 WILLIAM WILBERFORCE, Esq. M. P.

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MR. ABRAHAM TATTEL.

MESSENGER.

CHARLES BALA.

TWELFTH REPORT,

&c. &c.

THE Directors will begin their Report of the proceedings of the last year, by laying before the General Meeting a brief view of what has occurred in relation to the Foreign Slave Trade.

On several former occasions they have expressed their fears that the return of Peace would be attended with a great increase of this trade. The visitation and search of ships under foreign flags on the high seas, they apprehended, would no longer be practicable, as in time of War. In consequence of this immunity from search, not only might our own legislative provisions be rendered a dead letter, but the abolition of the Slave Trade by other nations prove a mere mockery of the claims of humanity and justice.

The apprehensions which were thus expressed have received an authentic confirmation from a recent decision of the High Court of Admiralty of this country, in the case of a French Slave-ship, called *Le Louis*.

This vessel sailed from Martinique on the 30th

of January, 1816, on a Slave-trading voyage to the coast of Africa; and was captured near Cape Mesurado by the Sierra Leone colonial vessel of war, the Queen Charlotte, after a severe engagement, which followed an attempt to escape, in which eight men were killed and twelve wounded on the part of the British: and proceedings having been instituted against *Le Louis* in the Vice-Admiralty Court of Sierra Leone, as belonging to French subjects, and as fitted out, manned, and navigated for the purpose of carrying on the Slave Trade, after the trade had been abolished both by the internal laws of France and by the Treaty between that country and Great Britain, the ship and cargo were condemned as forfeited to his Majesty. Some other grounds of condemnation were stated in the declaration; such as the resistance made by the crew of *Le Louis*; but the sentence seemed to rest mainly on the fact of illegal Slave-trading.

From this sentence an appeal having been made to the High Court of Admiralty, the cause came on for hearing; when the court reversed the judgment of the inferior court, and ordered the restitution of the property to the claimants.

The judgment of Sir William Scott was given at great length. The Directors will briefly advert to such points of it as are immediately connected with their present subject.

“No doubt,” he said, “could exist that this was a French ship intentionally engaged in the Slave Trade. But as these were facts which were ascertained in consequence of its seizure, before the seizor could avail himself of this discovery, it was necessary to inquire whether he possessed any right of visitation and search; because, if the discovery was unlawfully produced, he could not be allowed to take advantage of the consequences of his own wrong.”

The learned Judge then discussed at considerable length the question, Whether the right of search exists in time of peace? and he decided it without hesitation in the negative. “I can find,” he says, “no authority that gives the right of interruption to the navigation of states in amity upon the high seas, excepting that which the rights of war give to both belligerents against neutrals. No nation can exercise a right of visitation and search upon the common and unappropriated parts of the sea, save only on the belligerent claim.” He admits indeed, and with just concern, that if this right be not conceded in time of peace, it will be extremely difficult to suppress the traffic in Slaves.

“The great object therefore,” he says, “ought to be, to obtain the concurrence of other nations, by application, by remonstrance, by example, by every peaceable instrument which men can employ

to attract the consent of men. But a nation is not justified in assuming rights that do not belong to her, merely because she means to apply them to a laudable purpose.

“ If this right of war,” he adds, “ is imported into a state of peace, it must be done by convention ; and it will then be for the prudence of states to regulate by such convention the exercise of the right, with all the softenings of which it is capable *.”

In consequence of this clear exposition of the law of nations on this point, it has ceased to be a matter of doubt, that, without some conventional arrangements for enforcing, by visitation and search in time of peace, the abolition laws of the different states, little would be gained to the cause of humanity by the various treaties which have been entered into, and the various enactments which have been framed on this subject. Even if a single flag enjoy exemption from search, it is obvious that the work of abolition must be very ineffectually accomplished. Under the cover of that single flag, the property of all other nations, and even that of British subjects, may find protection. For till a ship is searched, as the learned Judge has observed, it cannot be known whether she is a Slave-trader

* See a “ Report of the Case of Le Louis,” by Dr. Dodson, printed for J. Butterworth and Son, London, 1817.

or not, or to what nation she really belongs ; but in the case of a foreign vessel sailing under the flag of a nation which refuses to submit to the visitation of its ships in time of peace, there would be no authority whatever to intrude into it, or to demand the submission of its crew to the necessary inquiries respecting its character and objects ; and any attempt to enforce such submission might legally be resisted.

The Danes, for example, have abolished this trade ; but a British Slave-trader sailing under a Danish flag would still be inaccessible to a British cruiser, who would have no right to interpose, to prevent his infraction of the laws of his own country ; and any forcible attempt to do so might lawfully be repelled by force.

Such being the state of the law, it is evident, that, until the time shall arrive (a time which the Directors hope is not far distant) when the Slave-Trade shall be declared piracy by the universal consent of nations ; and the Traders in Slaves be legally considered in the light of Pirates—enemies of the human race ; the only hope of its effectual suppression must be founded on the general adoption of some such conventional arrangement as has been alluded to.

It is with no small satisfaction, therefore, that the Directors have to announce to the Meeting the commencement of such a system. Treaties

have recently been concluded with Portugal and Spain, which contain express stipulations to this effect ; and in each of which the contracting powers mutually consent, “that, for the more complete attainment of their object, namely, the prevention of all illicit traffic in Slaves on the part of their respective subjects, the ships of war of their royal navies, which shall be provided with special instructions for this purpose, may visit such merchant vessels of the two nations, as may be suspected, upon reasonable grounds, of having Slaves on board, acquired by an illicit traffic ; and, in the event only of their actually finding Slaves on board, may detain and bring away such vessels, in order that they may be brought to trial before the tribunals established for this purpose.”

As these Treaties will be found in the Appendix to the Report *, the Directors do not feel it necessary to detail the various provisions by which the right of search, thus conceded, is limited and controlled ; nor the manner in which the tribunals established by the Treaties are to be constituted, or in which their proceedings are to be regulated.

Enough has been said to shew the extreme importance of this arrangement to the attainment of all the objects for which this Institution was formed, and has so long laboured ; and the Direc-

* See Appendix A, B.

tors cannot but congratulate the Meeting on its adoption by the two Powers who are at this moment the most deeply interested in the traffic which it is intended to suppress.

It is a further ground of satisfaction, that the King of the Netherlands has also consented to adopt the same principle, with respect to search, which has thus been sanctioned by our Treaties with Spain and Portugal*.

It is of the utmost moment, however, as has been already remarked, that this principle should be *universally* recognised, in order to its producing any permanently beneficial results. If France, for example, or the United States, or, in short, if any one maritime power, should refuse its concurrence, the hopes that have been entertained of the effectual suppression of this trade would still be frustrated, and we should be forced to look tamely on, whilst the Slave-traders of our own, or of other countries, were securely pursuing their nefarious practices, under the flag of the state thus withholding its concurrence: for it might fairly be presumed, that a government which should refuse to follow the precedent that has been established, would not be very zealous in enforcing any municipal prohibitions it might be induced (from deference to other governments) to frame and promul-

* For a copy of the Treaty with the King of the Netherlands, see Appendix C.

gate on the subject. The very refusal to concur in this necessary arrangement, under all the circumstances of the case, would be suspicious: it would seem to indicate an indifference to the claims of justice and humanity; and would certainly tend to damp the expectation of any vigorous efforts to restrain illicit Slave Trading on the part of its own citizens. As for the plea that such a concession could not be made without national degradation, it ought to be remembered, that the concession is mutual; and surely when Great Britain consents to lower her flag in the cause of the oppressed, it can be no dishonour for any other nation to follow the example.

The Directors having thus given the Meeting a general and connected view of this *vital* question of the right of search in time of peace, will now proceed to consider more particularly the actual state of the different branches of the Foreign Slave Trade; which may be comprised under the heads of French, Portuguese, Spanish, American, and Dutch.

1st. FRENCH SLAVE TRADE.

The Meeting will have already observed, that the case which has introduced the preceding observations on the right of search, was the case of a French Slave-ship, commencing her Slave-trading voyage in the month of January, 1816, long

after the period when the members of this Institution, as well as Europe at large, had been led, by the public declarations of the French government, to believe that the French Slave Trade had been finally and universally prohibited. In the course of the trial, great stress was laid on this point by the Advocates on both sides; and much ingenuity of argument, as well as labour of research, was employed, to prove, on the one hand, that French subjects could not have lawfully engaged in the Slave Trade; and on the other, that no prohibitory decree had been promulgated previously to the commencement of this voyage which could be regarded as binding on the subjects of France.

The Judgment of Sir William Scott would have been equally conclusive against the legality of this seizure, even if it could have been established in evidence that France had previously prohibited the Slave Trade by her municipal laws. For the sake of argument, however, he assumes, that the view he has taken of the subject might in such a case be controverted. He proceeds, therefore, to inquire, how far the French law had actually abolished the Slave Trade at the time of this adventure. The actual state of the matter, as collected from the documents before the Court, he observes, is this :—

“ On the 27th July, 1815, the British Minister

at Paris writes a note to Prince Talleyrand, then Minister to the King of France, enclosing a protocol of the 15th conference, and expressing a desire on the part of his Court to be informed, whether, under the law of France as it then stood, it was prohibited to French subjects to carry on the Slave Trade. The French Minister informs him in answer, on the 30th of July, that the law of the Usurper on that subject was null and void (as were all his decrees); but that his Most Christian Majesty had issued directions, that on the part of France 'the traffic should cease, 'from the present time, every where and for 'ever.'

"In what form these directions were issued, or to whom addressed, does not appear; but upon such authority it must be presumed that they were actually issued. It is, however, no violation of the respect due to that authority to inquire, what was the result or effect of those directions so given;—what followed in obedience to them, in any public and binding form? And I fear I am compelled to say, that nothing of the kind followed, and that the directions must have slept in the port-folio of the office to which they were addressed; for it is, I think, impossible, that if any public and authoritative ordinance had followed, it could have escaped the sleepless attention of many persons in our own country to all public foreign proceedings

upon this interesting subject. Still less would it have escaped the notice of the British resident Minister, who, at the distance of a year and a half, is compelled, on the part of his own Court, to express a curiosity to know what laws, ordinances, instructions, and other public and ostensible acts, had passed for the abolition of the Slave Trade.

“On the 30th of November, in the same year, the additional article of the Definitive Treaty—a very solemn instrument, most undoubtedly—is formally and publicly executed, and it is in these terms:—

‘ The high contracting parties, sincerely desiring to give effect to the measures on which they deliberated at the Congress of Vienna, for the complete and universal abolition of the Slave Trade ; and having each, in their respective dominions, prohibited without restriction their colonies and subjects from taking any part whatever in this traffic ; engage to renew conjointly their efforts, with a view to ensure final success to the principles which they proclaimed in the Declaration of the 8th of February 1815, and to concert, without loss of time, by their Ministers at the Court of London, the most effectual measures for the entire and definitive abolition of a traffic so odious and so highly reprovèd by the laws of religion and nature.’

“Now, what are the effects of this Treaty? Ac-

according to the view I take of it, they are two, and two only—one, declaratory of a fact; the other, promissory of future measures. It is to be observed, that the Treaty itself does not abolish the Slave Trade;—it does not inform the subjects, that that trade is *hereby* abolished, and that, by virtue of the prohibitions *therein* contained, its subjects shall not in future carry on that trade;—but the contracting powers mutually inform each other of the fact that they have in their respective dominions abolished the Slave Trade, without stating, at all, the mode in which that abolition had taken place. It next engages to take future measures for the universal abolition. That with respect to both the declaratory and promissory parts, Great Britain has acted with the *optima fides*, is known to the whole world, which has witnessed its domestic laws as well as its foreign negotiations.

“ I am very far from intimating that the Government of this country did not act with perfect propriety in accepting the assurance that the French Government had actually abolished the Slave Trade as a sufficient proof of the fact: but the fact is now denied by a person who has a right to deny it: for, though a French subject, he is not bound to acknowledge the existence of any law that has not publicly appeared; and the other party having taken upon himself the burden of proving it in the course of a legal inquiry, the

Court is compelled to demand and expect the ordinary evidence of such a disputed fact. It was not till the 15th of January in the present year, that the British resident Minister applies for the communication I have described, of all laws, instructions, ordinances, and so on: he receives in return what is delivered by the French Minister as *the* ordinance, bearing date only one week before the requested communication, namely, the 8th of January. It has been asserted in argument, that no such ordinance has yet, up to this very hour, even appeared in any printed or public form, however much it might import both French subjects and the subjects of foreign states so to receive it. How that fact may be, I cannot say; but I observe it appears before me in a manuscript form; and, by inquiry at the Secretary of State's office, I find it exists there in no other plight or condition.

“ In transmitting this to the British Government, the British Minister observes, it is not the document he had reason to expect. And certainly with much propriety; for how does the document answer his requisition? His requisition is for all laws, ordinances, instructions, and so forth. How does this, a simple ordinance, professing to have passed only a week before, realize the assurance given on the 30th of July, 1815, that the traffic ‘ should cease, from the present time,

been utterly delusive. Until the 8th of January, 1817, not even an attempt had been made to give to them the formality or the force of law ; and how weak and futile the ordinance of that date is, as to any effectual suppression of the Slave Trade, has already appeared from the observations of Sir William Scott.

The injurious consequences of this supineness on the part of the French government, have extended far beyond the case of *Le Louis*. The colonies of Senegal and Goree were not actually restored to France until the lapse of a considerable period of time after the government of that country had disclaimed all farther participation in the Slave Trade. It might have been hoped, therefore, that such measures would have been adopted, and such instructions given to the persons entrusted with the command of these places, as would have preserved the natives in their vicinity from the horrors which could not fail to attend a revival of that trade, after having been practically abolished for a period of upwards of twenty years. Such, however, the Directors are concerned to state, has not been the case.

Since the cession of these settlements, a Slave Trade has been carried on to a great extent in their immediate vicinity, and even under the French flag ; and it would appear, from credible information, that before the expiration of the first

year of its occupation by France, more Slaves had been exported from the River Senegal alone, than had been exported thence in any two years prior to the revolutionary war. The effects are such as might have been anticipated ; namely, the usual insecurity of person and property, and the revival of wars in the interior, and of predatory expeditions in the vicinity of the settlement. The Moorish tribes dwelling on the northern banks of the river have resumed their ancient employment, and have been actively engaged in ravaging and burning the Negro villages, and reducing the miserable inhabitants to slavery. In this statement various eye-witnesses entirely concur, so as to leave no reasonable doubt of its accuracy. Some idea of the misery and devastation produced by this renewal of the Slave Trade in the neighbourhood of the River Senegal, may be formed from the following extract of a letter from a gentleman recently arrived from that quarter, which will be found corroborated by other documents inserted in the Appendix*.

“ The Moors have been engaged to supply Senegal with Slaves; and the numerous villages and towns near the river, and the Traquar country, have either been burnt, or are deserted by their late peaceful inhabitants; and those beau-

* See Appendix D.

tiful and interesting scenes on the left bank of the Senegal, in the Footer country, which I visited twelve months ago, when they were covered with corn, tobacco, cotton, melons, &c. now present only a dreary wilderness, the cultivators being either kidnapped to foreign climes, or obliged to fly from the grasp of the European agents."

The above facts, as well as all others of which any account has reached the Directors, in proof of the existence of an extensive French Slave Trade on the western coast of Africa, and for the supply of the Isle of Bourbon, at Madagascar and its vicinity, have been from time to time submitted to his Majesty's Secretary of State for Foreign Affairs. In consequence of his representations to the French Government, measures have been taken to ascertain the facts of the case; which have led, as the Directors understand, to the removal of the Governors of the Isles of Bourbon and Goree (who appeared to have connived at the practices complained of), and to the substitution of officers from whom they hope that a more conscientious performance of their duties in this respect may be expected.

It is presumed that the French Government is not fully acquainted with the state of things in the River Senegal, which would otherwise, no doubt, have equally called for some mark of its displeasure. On the same unquestionable authority from

which the Directors have obtained the facts already laid before the Meeting, they have learned that it is the practice for the vessels, which carry Slaves from Senegal, not to take their Slaves on board in the river, but to clear out from the custom-house as in ballast; and after they have crossed the bar, and are fairly out of the river, the slaves are then carried off in small canoes, through the dangerous surf, which beats constantly on the beach, and embarked in the vessel for which they are destined, though it often happens that the canoes are buried in the waves, and many lives lost in the attempt to reach it. In consequence of this arrangement, it is obvious that the difficulty of obtaining correct information on this subject through the usual official channels, is greatly increased; for the custom-house books, and the certificate of the visiting-officer, and the declarations of the French merchants themselves engaged in the Slave Trade, will all concur in shewing that the vessels in question took their departure from the river in ballast, and may thus induce a belief that no Slave Trade has been carried on at Senegal. How fallacious such a conclusion would be, it is needless to point out.

Farther communications having recently been made on this subject to the French Government, the Directors are sanguine in hoping that something effectual may be done to put a stop to the

atrocities which have been detailed ; and they trust (although it is impossible by any infliction, however exemplary, to repair the evil that has been done) that the public functionaries, who may be found to have connived at them, will not escape the measure of punishment which they deserve.

The discussions which have taken place between our Government and that of France, in consequence of these occurrences, and especially of the discoveries elicited by the case of *Le Louis*, respecting the state of the French law on the subject of the Slave Trade, appear to have convinced the latter of the necessity of taking some more effectual measures than had yet been thought of, for giving effect to her professed principles and intentions.

Accordingly, on the 12th of March last the Minister of the French Marine introduced into the Chamber of Deputies the project of a law for abolishing the Slave Trade ; which has passed that Chamber, as well as the Chamber of Peers, by very large majorities, and has obtained the Royal sanction. The proposed law stipulates, that all persons who are engaged in the Slave Trade, under any pretence whatever, whether they be subjects of France or foreigners residing in any of her dominions, shall be subject to the forfeiture of ship and cargo ; and the captain, if a

Frenchman, shall be liable to certain disqualifications. Farther information on this subject will be found in the Appendix*.

It is important, however, once more to remark, that even the measure now adopted, though necessary to establish the good faith and consistency of the French Government, will be little better than nugatory in effect, unless it be followed up by a convention similar to those already entered into by Spain and Portugal, respecting the visitation and search of Slave-ships.

2d. PORTUGUESE SLAVE TRADE.

The Subscribers will recollect, that, by a Treaty between Great Britain and Portugal, signed at Vienna on the 22d of January 1815, it was stipulated, that the Portuguese Slave Trade on the coast of Africa, should entirely cease to the northward of the Equator; and the Prince Regent (now the King) of Portugal engaged that it should be rendered unlawful for his subjects to purchase or trade in Slaves, except to the southward of the Line; or to engage in the same, or to permit their flag to be used in it, except for the purpose of supplying the trans-Atlantic possessions of the Crown of Portugal. The two powers at the same time engaged to determine by a separate treaty

* See Appendix E.

the period at which the trade should universally cease and be prohibited throughout the entire dominions of Portugal.

In the conferences which subsequently took place at Vienna, between the plenipotentiaries of the different powers assembled in congress, Count Palmella (the Portuguese ambassador) declared, "That his Royal Highness the Prince Regent of Portugal, faithful to his principles, would not refuse to adopt the term of eight years for the final cessation of the trade; but that the ulterior measures to be taken on this subject must depend on the issue of the commercial discussions set on foot between the governments of Portugal and Great Britain*."

On the 6th of February 1815, the plenipotentiaries of Portugal presented to the Congress "a solemn declaration," intended "publicly to attest their desire to accelerate the period when the general and absolute cessation of the traffic in Slaves shall take place." They renew in this instrument the engagement made by Count Palmella at a previous conference, "to abolish definitively the traffic in Slaves at the end of eight years;" but they add, "that they are forced to exact, as an indispensable condition of this final abolition, that his Britannic Majesty should, on his part, comply

* Parliamentary Papers, 1815.

with the alterations which they have proposed in the commercial system between Portugal and Great Britain, since the prohibition in contemplation must necessarily cause alterations in the whole commercial system of the Portuguese states." Lord Castlereagh stated in reply, that " he feels it right to persevere in the course which his Court may deem it necessary to pursue, for accelerating the abolition of the Slave Trade, wholly unfettered by any conditions ; but he can have no difficulty in assuring the plenipotentiaries of his Royal Highness, that he is not only willing, but desirous of entering, on the part of his Government, without delay, into the negotiation of a new Commercial Treaty, in the hope that an arrangement may be framed more acceptable to the views of both nations ; and he will experience the utmost satisfaction, should he have the good fortune to conclude an arrangement which may induce the Portuguese Government to accelerate the final abolition of the Slave Trade."

It was necessary to recur to the state of the question between this country and Portugal, relative to the period of the final cessation of the Portuguese Slave Trade, in order clearly to exhibit the effect of the measures which have recently been adopted in furtherance of the Treaty of the 22d of January 1815.

An additional convention to this Treaty, " for

the purpose of preventing their subjects from engaging in any illicit traffic in Slaves," was signed by the two powers at London on the 28th of July 1817. A copy of it will be found in the Appendix*. It declares, that they consider as illicit any traffic in Slaves carried on under the following circumstances :—

1. " Either by British ships, and under the British flag ; or for the account of British subjects, by any vessel or under any flag whatsoever."
2. " By Portuguese vessels, in any of the harbours or roads of the coast of Africa which are prohibited by the first article of the Treaty of the 22d January 1815."
3. " Under the Portuguese or British flag, for the account of the subjects of any other government."
4. By Portuguese vessels bound for any port not in the dominions of his Most Faithful Majesty."

It appears from this convention, that besides the entire abolition of the Portuguese Slave Trade to the north of the Equator, as stipulated in the Treaty of the 22d January 1815, that part of the Treaty of the 19th February 1810, which confined their right of trading to places actually belonging

* See Appendix A.

to or claimed by the Crown of Portugal, is still in force ; for the territories in which, according to the present convention alone, the traffic in Slaves continues to be permitted, are specifically,

1st, "The territories possessed by the Crown of Portugal upon the coast of Africa to the south of the Equator;—that is to say, upon the eastern coast of Africa, the territory lying between Cape Delgado and the Bay of Lourenço Marques ; and upon the western coast, all that which is situated from the 8th to the 18th degree of south latitude."

2d, "Those territories on the coast of Africa, to the south of the Equator, over which the King of Portugal has declared that he has retained his rights, namely, the territories of Molembo and Cabinda, upon the eastern coast of Africa, from the 5th deg. 12 min. to the 8th deg. south latitude." So that, in point of fact, the limits of the Portuguese Slave Trade on the western coast of Africa are between 5 deg. 12 min. and 18 deg. 0 min. of south latitude ; and on the eastern coast, between the latitude of 10 deg. 30 min. and 27 deg. 0 min. south.

The anxiety of the Directors on this subject is in no small degree increased by a consideration of the dreadful enormities of which the Portuguese Slave Trade is productive. The government of Portugal has, it is true, promulgated a code of regulations, intended to mitigate the horrors of the

middle passage. How ineffectual these regulations have proved, might be shewn by a great variety of instances. It may be sufficient on the present occasion to lay before the Meeting the following affidavit, made by Mr. James Eicke, Lieutenant of his Majesty's ship Cumberland, who was an eye-witness of the scenes he describes as having occurred on board the St. Joaquim, a Portuguese Slave-vessel captured by the ship to which he belonged, and carried to the Cape of Good Hope.—

“ Appeared personally, James Eicke, a Lieutenant in his Majesty's navy, and belonging to his Majesty's ship Cumberland; and being sworn upon the holy Evangelists of Almighty God to depose the truth, made oath as follows:”—

“ That upon the 15th day of February last (1815) he went on board the St. Joaquim as prize-master, and continued on board her for some days after her arrival in Simon's Bay, Cape of Good Hope, which was on the 19th day of the said month. That he remained on board until the Slaves, the cargo of the said vessel, were landed, by virtue of a decree from this Honourable Court, and was actually superintending and assisting in their disembarkation. That when he first went on board he was informed that the said

vessel had left Mozambique only twenty-two days, at which time every person on board was in good health; and that thirteen of the Slaves had died during that period. He says, that between the capture and their arrival in Simon's Bay the survivors were all of them sickly and weak, and nearly one hundred of them afflicted with the flux; that medical aid was afforded to those who required it. He says, that the brig appears to have been built for a privateer, and for fast sailing, not for stowage; that the Slaves were all stowed together *perfectly naked*; and nothing, but rough, unplanned planks to crouch down upon, in a hold situated over their water and provisions,—the place being little more than two feet in height, and the space allowed for each Slave being so small that it was impossible for them to avoid touching and pressing upon those immediately surrounding. The greater part of them were fastened, some three together, by one leg, each in heavy iron shackles; a very large proportion of them having the flux. That they were compelled to perform their natural evacuations under these dreadful circumstances, without being able to move; and to remain amidst their own excrement, which could not be cleared away, until the said Slaves were all disembarked. That between the nineteenth and twenty-fourth day of their being landed, thirteen more died, notwithstanding good provisions, medical aid, and kind treatment; and

thirty more died between the 24th of February and the 16th instant ; all occasioned, as he in his conscience verily believes, and is firmly persuaded, by the cruel and inhuman treatment of the Portuguese owners. That more than one hundred of them were at the time of their landing just like skeletons covered with skin and moving by slow machinery, hardly maintaining the appearance of animated human beings. That the remainder were all of them enervated, and in a sickly state. He says, that the pilot, upon being asked by Captain Baker how many he supposed would have reached their place of destination alive, replied, about half the number that were embarked. That from the time of seizure until the said Slaves were landed, the Portuguese owners fed and attended them, giving them two meals each day ; one at seven in the morning, the other at five in the evening ; but never allowed to each person more than half a pint of water at each meal. He lastly says, that he never saw *brute beasts treated with such cruelty as the Slaves on board the St. Joaquim were treated by the aforesaid owners.*"

That part of the recent Treaty with Portugal which establishes the right of search, and prescribes the mode in which ships engaged in illicit Slave-trading shall be adjudicated, has been already referred to. By a separate article, dated the 11th

of September 1817, it is agreed, that, as soon as the abolition of the Slave Trade for the subjects of the Crown of Portugal shall have taken place, the contracting parties "will adapt to that state of circumstances the stipulations of the additional convention of the 28th July 1817; but that, in default of such alterations, that convention shall remain in force until the expiration of fifteen years from the day on which the general abolition of the Slave Trade shall so take place on the part of the Portuguese Government."

The Directors, while they express the gratification which they have derived from the general tenor of this convention, and in particular from those provisions of it which concede the right of search, are concerned to find that it contains no more definite stipulation respecting the period at which the Portuguese Slave Trade is to cease. They conclude, that in no event can it be protracted beyond the beginning of the year 1823, the longest period to which, at the Congress of Vienna, the plenipotentiaries of Portugal permitted their views of its continuance to extend. On this supposition, therefore, the most unfavourable which the Directors are willing to admit, it must at that time, as they trust, cease every where and for ever. It would, however, have added greatly to the satisfaction with which they have contemplated the present convention, if it

had materially abridged this long interval of five years, or named the precise period at which this traffic is to terminate. It surely never can be endured, after Spain has fixed a period of two years for the final extinction of her Slave Trade—after France has consented to its immediate abolition—after every other nation in the civilized world has renounced it as a crime of the most odious description—that Portugal, in the face of her own solemn declarations, that *this trade “is repugnant to the principles of humanity and of universal morality,”* and that she desires “*to put an end to a scourge which has so long desolated Africa, degraded Europe, and afflicted humanity;*” and although she has reiterated these professions on various occasions during the last eight years; should continue, for a period of three long years after Spain shall have abandoned the Slave Trade, to ~~add~~ the hope of Europe, and to mock, while she prolongs, the miseries of Africa. Surely, the great commonwealth of nations will not endure that its best wishes should be thus frustrated; or that the happiness of Africa, which they have made the special object of their regard, should be left for so long a period at the mercies of the sordid and unfeeling planters of the Brazils, or of the still baser traders who supply them with their human merchandise.

3d. SPANISH SLAVE TRADE.

The Directors ventured last year to express a hope, that, in consequence of the measures which had been adopted by the British Government, and particularly the impression produced on the minds of many persons of influence in the Spanish councils by the perusal of Mr. Bianco White's Treatise on the Slave Trade, Spain would ere long be induced to agree to the measure of total abolition. They have now the gratification of announcing to the General Meeting, that Spain has to a great degree fulfilled these favourable anticipations. A Treaty was signed at Madrid between this country and Spain on the 23d of September 1817, "for preventing their subjects from engaging in any illicit traffic in Slaves*."

This Treaty stipulates for the immediate abolition of the Spanish Slave Trade to the northward of the Equator; and for its final and universal abolition on the 30th day of May 1820. It likewise contains the provisions for the mutual right of search, which have been already referred to.

By this Treaty, any traffic in Slaves carried on under the following circumstances is declared to be illicit :—

1. " Either by British ships and under the Bri-

* See Appendix B.

tish flag; or for the account of British subjects, by any vessel or under any flag whatsoever."

2. " By Spanish ships, upon any part of the coast of Africa north of the Equator, from the expiration of six months after the exchange of the ratifications of the present Treaty."
3. " Either by Spanish ships and under the Spanish flag; or for the account of Spanish subjects, by any vessel or under any flag whatsoever; from the expiration of five months after the 30th of May 1820, when the traffic in Slaves, on the part of Spain, is to cease entirely."
4. " Under the British or Spanish flag, for the account of the subjects of any other government."
5. " By Spanish vessels bound for any port not in the dominions of his Catholic Majesty."

In consideration of these important concessions, and as a full compensation for all losses by capture sustained by the subjects of Spain engaged in this traffic, as well as for the losses which may follow the abolition, Spain is to receive from this country a sum of 400,000*l.* sterling.

The payment of this sum has formed a ground of objection to this Treaty in the minds of some benevolent persons. But it is to be considered, that a large part, probably two thirds of the whole, would have been payable to Spanish sub-

jects under the Act of Parliament passed in 1815, as the value of Slaves taken on board Spanish ships and condemned to his Majesty, and of which there was little doubt that the Courts of Appeal in this country would decree the restitution. But, even if the amount of this payment had been liable to no such deduction, the Directors conceive that the advantages resulting from this Treaty, in itself and in its example, to the cause of humanity, would still have been cheaply purchased. They do not mean to say, that it would not have been more honourable to Spain, and to Portugal also, to have made voluntary and gratuitous sacrifices of interest in consideration of the claims of humanity and justice: but surely it is no dishonour to Great Britain to have been forward to make sacrifices in such a cause, and comparatively to undervalue the minor consideration of some pecuniary loss, when set against the deliverance of Africa from her accumulated wrongs. The debt we owe to that country is still large, and we should not scruple to embrace any opportunity of diminishing its magnitude.

The sincerity of Spain, in consenting to renounce the Slave Trade, is sufficiently established by her admission of the right of search.

4th. AMERICAN SLAVE TRADE.

The Directors have had frequent occasion to remark the great extent to which it appeared that the Slave Trade was carried on, under the disguise of foreign flags, by subjects of the United States, in violation of the rigid prohibitory enactments of their own legislature. The accounts received from the coast of Africa, and from the Havannah, during the last year, amply confirm these statements. The subject has at length attracted the pointed animadversion of the Government of the United States; and, in a recent Message of the President to both Houses of Congress, it was particularly recommended to their deliberate attention. In consequence of this recommendation, a resolution was moved in the Senate to the following effect—viz.

“That the Committee, to whom was referred the Petition of the Committee of the Yearly Meeting of the Society of Friends at Baltimore, be instructed to inquire into the expediency of so amending the laws of the United States on the subject of the African Slave Trade, as more effectually to prevent the said trade from being carried on, by the citizens of the United States, under foreign flags; and also into the expediency of the United States taking measures, in concert

with other nations, for the entire abolition of the said trade."

An amendment was moved, proposing to omit the latter clause of this resolution (following the words, "under foreign flags"); which, after a long and spirited debate, was negatived by a majority of 17 to 16. The original resolution was then carried.—If the House of Assembly should concur in this resolution, it appears to the Directors that good ground will be laid for anticipating the concurrence of the American Legislature in that important measure of mutual search, which affords the only means of securing the effectual execution of the laws already passed in different countries for abolishing the Slave Trade. It is a circumstance in the highest degree honourable to the United States, that they were among the first to deliver themselves from the guilt of this traffic; and the Directors are very unwilling to believe that they will refuse to accede to a measure which they must be convinced is absolutely necessary to give effect to their own enactments, and to restrain some of their lawless subjects from prosecuting the career of infamy and crime.

The condition of the Free Blacks and People of Colour in the United States, whose number is supposed to amount to 200,000, has lately excited the interest and sympathy of many leading persons

in that country; and an extensive Society has been formed (of which the Nephew of the venerable Washington, now the Chief Judge of the Federal Court, is the President), the object of which is, to form colonies on the coast of Africa, where such of the free people as are desirous of migrating to their native shores, or of visiting the land of their fathers, may find an advantageous settlement. * This plan, of which the details will be found in the Appendix*, has manifestly originated in motives of the purest benevolence, both towards the proposed colonists, and towards the inhabitants of Africa, whose improvement and civilization, it is hoped, may be advanced by such establishments. A further hope has been expressed, that if this scheme of colonization should succeed, a foundation will be laid for the gradual abolition even of Slavery itself in the United States.

Two gentlemen delegated by this Society, the Rev. Mr. Mills and the Rev. Mr. Burgess, have lately visited this country, for the purpose of obtaining information as to the practicability of the scheme, and the best means of carrying it into effect. The Directors, with whom they communicated, readily afforded them all the encouragement and information in their power, and

* See Appendix F.

assured them of their future assistance and co-operation.—They were well received by Earl Bathurst, the Secretary of State for the Colonial Department, who furnished them with letters of recommendation to the Governor of Sierra Leone; for which colony they took their passage in a vessel which sailed in February last. The purposes of their voyage are, to ascertain with precision the practicability of the proposed establishments, and the most eligible situations on which to place them; to collect useful information of all kinds; and to obtain evidence of the Slave-trading transactions of the citizens of the United States, with a view to their prosecution and conviction in the courts of their own country.

In the Appendix* will be found copies or extracts of laws passed in the United States on the subject of Slavery and the Slave Trade, which may prove useful in the way of reference.

5th. DUTCH SLAVE TRADE.

The Directors had been led to hope that the officers appointed to superintend the Dutch forts on the Gold Coast, would have been strenuous in their efforts to discourage the Slave Trade within the sphere of their influence. They had been in-

* See Appendix G.

structed by their Government to co-operate with this Society in all measures for civilizing the natives, for promoting the extension of agriculture, and for enforcing the execution of the abolition laws. Several circumstances, however, have transpired, some of them through the medium of the African Company, which have created considerable doubts whether those instructions have been faithfully followed ; and these doubts have been strengthened, by information that Slaves have been recently imported into the Dutch colonies of Guiana.

The above information has been communicated to his Majesty's Ministers, with a view of being conveyed to the Dutch Government. The Directors, when they consider the proof which that government has given of its sincerity in the cause of the abolition, by consenting to subject its ships to visitation and search, are persuaded that all practicable means will be employed for investigating the truth of the alleged delinquencies, and for bringing the persons who may be implicated in them to punishment.

In closing their review of the Foreign Slave Trade, the Directors feel themselves called upon to express their high sense of the able and unremitting efforts of his Majesty's Secretary of State

for Foreign Affairs, to procure the universal renunciation of the Slave Trade by the different maritime powers, and to render their renunciation available to its object,—the total extinction of that inhuman traffic.

ISLE OF FRANCE.

At the time of the last Meeting, and even to a later period, the Slave Trade was still carried on with considerable activity at the Isle of France, notwithstanding the efforts made, by the British Authorities there, to suppress it. An account was given, at the same time, of the disposition manifested by the Chief of Tamatave, in the island of Madagascar, to concur in measures for preventing the further exportation of Slaves from that island. By intelligence lately received, the Directors are happy to learn, that he is not the only Madagascar chief who has shewn a willingness to co-operate in the same object. A negotiation to that effect, which was stated in the last Report to have been entered into by Governor Farquhar, with the King of Ovas, has terminated, they understand, successfully. The particulars they are not yet acquainted with; but the circumstances which have been mentioned seem to encourage a hope that a foundation may have been laid for the ultimate extinction of the Slave Trade in that large and populous island, which is at present the chief mart for

Slaves in those seas ; and that an opportunity may be thus afforded to its inhabitants, of participating in the blessings of European civilization.

CEYLON.

To perpetuate amongst the inhabitants of Ceylon the remembrance of the noble example set by the leading persons in that island, in putting an end to Domestic Slavery, and to cherish in the community that humane and liberal spirit which had led to this measure, Sir Alexander Johnston directed, that a session of the court should be held every year, on the day on which the first resolutions to that end had been passed, for the express purpose of commemorating that event, and paying a public tribute of respect to those who had so materially contributed to the happiness of a large class of their fellow-creatures. He has also, with his characteristic benevolence, taken measures to form an establishment for the instruction of the Slaves who have been already liberated, and of the Children of Slaves, who, in consequence of the recent proceedings, would be considered free from the time of their birth. These various measures, the Directors are happy to add, have received the uniform support and countenance of the Governor, Sir Robert Brownrigg.

Before they quit the subject of the Eastern Seas, the Directors wish to inform the Meeting, that Sir

Thomas Stamford Raffles, whose active and enlightened co-operation, while Governor of Java, the Directors have so often acknowledged, and who has been appointed to the chief command in Sumatra ; before his departure renewed to the Institution the assurances of his best exertions in promoting its objects in that quarter of the globe.

It will be recollected, that the Directors stated in their last Report, that, in deference to what appeared to be the prevailing wish of both Houses of Parliament, it had been deemed advisable to suspend for a time their intention of bringing forward the Bill for registering the Slaves in the West Indies, which had been read a first time and printed in a former session. The Colonial Assemblies, it was alleged, in compliance with the recommendation of his Majesty's Government, were passing Register Acts for their different communities.—The Directors indeed, reasoning from past experience, could not be sanguine in their hopes that any very efficient measures would proceed from this quarter ; but they were willing to await the issue of the experiment, and to coincide in what appeared to be the prevailing opinion, that, without any abandonment of the right of Parliament, if necessary, to take the matter into its own

hands, an opportunity should in the first instance be afforded to the Colonial Legislatures to justify their professions, and satisfy the expectations of Parliament and the Country on this subject, by enactments of their own.

Colonial Register Acts, it is understood, have been passed in different colonies, and some of these have been already, and the others it is understood will shortly be, laid before Parliament. On examining them, it will appear how far they are adequate to their intended objects, and in what material respects they deviate from the model furnished by his Majesty's Government in the case of Trinidad. This point will form the subject of future consideration. But in the mean time, the Directors cannot forbear to embrace the present opportunity, again to express their conviction of the absolute necessity of the measure itself, for preventing the illicit introduction of Slaves into the colonies; as well as their opinion, that all enactments for registering the Slaves will be found inefficient, unless the Acts contain *within themselves* some effectual provisions for executing their professed purpose, provisions, which appear to the Directors to be wanting in such of the Acts as have yet come under their observation.

On the 9th of July last Mr. Wilberforce in the House of Commons, and on the succeeding day Lord Grenville in the House of Lords, moved an

Address to his Royal Highness the Prince Regent on the subject of the Slave Trade. This Address began by representing to his Royal Highness, that the House, in coming to the conclusion of the Session, found that one important duty still remained unperformed,—that of expressing to his Royal Highness, their desire to see those laws completely executed which abolished the Slave Trade, and a complete termination put to that traffic which desolated Africa.

It stated, that the House was grateful for those steps which had already been taken towards that object, and for the progress already made; that they rejoiced that in the whole of the British dominions, and as carried on by British subjects, an end had already been put to it; and that the trade was stigmatized as infamous, and was rendered punishable as a felony.

It expressed satisfaction that so many of the other enlightened nations of Europe had entered with such honourable zeal on the same humane course; and had so sincerely approved of our policy, and seconded our exertions.

It alluded, in terms of unqualified praise, to the humane views of the Congress of Vienna; and commended that Declaration in which the Powers of Europe had there concurred, proclaiming the principles of the Abolition as being those of humanity and justice; and stigmatizing the Slave Trade as

the disgrace of civilized governments, and the opprobrium of European commerce. It expressed deep regret, after such a Declaration, that it was tolerated for a single hour; and especially that it should have been countenanced by any state which had subscribed the Treaty of the Christian Alliance. It stated the expectation of the House, that those stipulations that had been made, and those engagements that had been concluded, would have been executed with justice and fidelity; but that they saw with regret, in facts which they could not disguise, increased efforts to carry on the traffic by some states, by which its evils were greatly augmented; and that many of the subjects of those Governments which concurred in the principles of the Declaration still continued the practices which it condemned; and that thus their stipulations were not fulfilled, nor their conduct ameliorated. It declared, that, in submitting these circumstances to his Royal Highness, the House did not think it necessary to deviate into the other evils of the system, or to state the calamities and atrocities of open piracy to which it led; which might be productive of ultimate hostility, and endanger those amicable relations we now held with the nations that carried it on—relations necessary for the preservation of general tranquillity, and equally conducive to their happiness as to ours. It prayed that his Majesty's Government might establish an

effective concert with the great Powers who signed the Declaration of Vienna; and that his Royal Highness would leave no measure untried for carrying into effect the objects it recommended. It expressed a hope, that, by amicable representations and friendly efforts, this country, and the other powers which concurred in its policy, might accomplish the abolition; but if such efforts failed, it stated the expectation of the House that the Powers of the Congress would adopt measures of commercial policy to compel the adherence of its reluctant members to the fulfilment of their engagements. It concluded by declaring, that this country, actuated not only by humanity, but justice, should exert itself in the cause of suffering Africa; and, remembering the evils we ourselves had inflicted, should endeavour to the utmost of our power to repair them.

The Address met with the cordial concurrence of his Majesty's Ministers in both Houses, and indeed with the unanimous approbation of Parliament. The Directors have great pleasure in recording this renewed expression of the unanimous reprobation with which Parliament continues disposed to mark this infamous traffic.

Before the Directors proceed to call the attention of the meeting to the Continent of Africa, they beg leave to state, that Mr. Prince Hoare has

finished his Memoir of the late Mr. Granville Sharp, which has been drawn up from that gentleman's manuscripts, and other authentic documents in the possession of his family and of this Institution. This Memoir it is intended to publish by subscription in the course of the present year, and Mr. Hoare has generously determined to present the Institution with the whole profits which may arise from the quarto edition. A copy of the Prospectus will be found in the Appendix*.

AFRICA.

The preceding part of the Report will have prepared the Meeting to expect very discouraging accounts of the state of the Slave Trade on the Coast of Africa. The report of persons on the spot is, that it has been carried on during the last year to a greater extent, and under circumstances of greater inhumanity, than ever. The Spanish flag had, it is true, been the only one which could lawfully be engaged in the Slave Trade north of the Line; but its protection was easily procurable, and the French, Americans, and Portuguese, availed themselves largely of it; although, as has been already shewn, where the French had the protection of their own settlements, they preferred using their own flag—

* See Appendix H.

one proof, among many others, that the French Abolition was regarded by those persons as a measure which they did not expect the Government of their country to enforce.

The late Treaty with Spain, will now, it is hoped, to a certain degree stop the desolation of Northern Africa. No flag can now lawfully be employed in the Slave Trade on the coast north of the Line; and the right of search, which has been obtained, may therefore be expected to produce on that coast, especially if France and America concur in it, the beneficial effect of greatly abridging, if not in time extirpating, this traffic. Many years, however, must elapse before the evils produced by the revival of the Slave Trade on the Windward Coast, which has followed the Peace of Paris, can be effectually repaired.

The native chiefs and traders, who had begun to be convinced that the Abolition was likely to be permanently maintained, and that it was therefore absolutely necessary to engage heartily in schemes of cultivation if they would preserve their influence, have learnt from more recent events to distrust all such appearances.

Notwithstanding all that had been said and done; notwithstanding the Slave Trade, for seven or eight years had either been chased from their shores, (from the river Senegal and Sierra Leone it had been completely banished), or forced to skulk in

corners; they now see the Slave-traders again sweeping the whole range of Coast without molestation—nay, with an air of triumph and defiance. It will be long, therefore, before they are likely again to yield to their former conviction respecting the purposes of the European Powers. Even if effectual means should now be pursued for abolishing the Slave Trade, years must probably elapse before they will be induced to forego the expectation of its revival.

It would be difficult fully to appreciate the deep and lasting injury inflicted on Northern Africa by the transactions of the last three years. This injury, too, will be the greater, as in the interior of that country they cannot be expected to discriminate with any accuracy between the different nations of Europe. They only know in general, that the White Men, who had ceased to trade in Slaves, and who they understood would trade no more in that commodity, except as smugglers liable to be seized and punished, have resumed the open, avowed, and uncontrouled practice of that traffic.

This afflicting state of things, it need hardly be observed, has discouraged, and in many instances completely crushed, the efforts to extend agriculture and legitimate commerce, which had been produced in this quarter of the globe by the cessation of the Slave Trade. Nor is it merely in the way

of natural effect that this result has arisen. The Slave Trade of the present day has acquired a new character of ferocity. The Slave-ships come on the coast armed, not merely for the ordinary purposes of their murderous traffic, but in order to resist search; and many bloody scenes have in consequence of this determination been acted of late in Africa. They appear also to lose no opportunity of attacking and destroying the legitimate commerce of the Windward Coast, and particularly that of Sierra Leone, which enjoys the proud pre-eminence of being the object of their bitter hatred and implacable hostility.

The trade of this colony, therefore, with the surrounding districts, which had tended, more than any other circumstance, to give a steady impulse to the industry of the neighbouring natives, has been subjected to much outrage and spoliation, attended in some instances, with great barbarity of treatment, and even with the loss of many lives. For additional and important information respecting these points, the Directors must refer to the Appendix*.

In the midst, however, of this general gloom and devastation, the Directors turn with increasing satisfaction to one spot on this line of coast.

The accounts received from time to time of the

* See Appendix I.

progress of improvement at Sierra Leone, continue to be highly favourable. Letters, dated on the 26th of January last, state, that every thing in the colony, and in the country around it, was at that time going on well; that the progress of the Schools was rapid, and the improvement in the manners and respectability of the Settlers conspicuous; that the captured Negroes were also proceeding prosperously; that trade was brisk at the Colony; and that there was *no war* in the country around it.

On the 31st March 1817, the total number of scholars, male and female, educated in the different schools at Sierra Leone, amounted to 1422*, being an increase of 185 in the preceding six months. The schools were remarkably well attended by the pupils generally, who appeared eager to reap the benefits of the instruction afforded them; and their improvement is stated to have been considerable. Many particulars respecting the progress of instruction and other points of improvement at Sierra Leone, will be found in the Appendix†.

Before the Directors quit this subject, it seems

* By a letter received from the Governor of Sierra Leone, dated 6th March last, it appears that the grand total of men, women, boys, and girls, then attending schools on the Peninsula of Sierra Leone, did not fall short of 2000.

† See Appendix K.

proper to remind the Meeting, that a very large proportion, probably five-sixths, of the individuals who are thus represented as enjoying the benefits of Christian instruction, are liberated Captives, who have only recently been rescued from the holds of Slave-ships. They have been collected from various points on the extended line of the African coast to this spot, where, under the protection of British law, and in the enjoyment of British liberty, they are acquiring also the advantages of British knowledge, and the higher blessings of Religious light. Is it possible to contemplate such a spectacle, without a sanguine hope, that, in thus communicating instruction to these poor creatures, Great Britain is sowing the seeds of a rich harvest of intellectual, social, and moral improvement, throughout that hitherto oppressed and degraded continent?

Of the whole population of the Colony, a very large proportion consists of liberated Captives, distributed in various villages, pursuing the occupations of peaceful industry on farms of their own, gradually laying aside their native superstitions, and eager to avail themselves of all the means of instruction within their reach. For details on these points, the Subscribers must again be referred to the Appendix *.

* See Appendix K.

The Directors are concerned to report the failure of all the attempts hitherto made to communicate the benefits of Vaccination to Sierra Leone. They regret this the more, as the Small-pox made its appearance in the Colony about the beginning of last year, and proved fatal in many cases. The medical officers, however, having had immediate recourse to inoculation, the progress of the natural disease was arrested ; and it is satisfactory to learn, that in no case did the variolous inoculation terminate fatally.

No report has been received of the progress made by the families whom Captain Paul Cuffee brought over from the United States, and settled at Sierra Leone : but the Directors have heard, with deep regret, of the death of this meritorious individual, whose benevolent and upright conduct had procured for him the general esteem of good men, and whose zeal to benefit Africa, the Directors have often had occasion to commend.

It was noticed in the Report of last year, that the Expedition under the direction of Captain Tuckey, to explore the river Congo, had failed. An important Narrative of this Expedition, the unfortunate termination of which is already known to the Meeting, has recently been published by Mr. Murray, accompanied by some valuable documents. From this statement it appears, that,

although nothing certain can yet be affirmed concerning the immediate object of the inquiry, still the opinion, previously entertained, that the Niger and the Congo are the same river, may be considered on the whole to have been strengthened, rather than weakened. The narrative is also particularly interesting, as it tends to establish by fresh evidence, the fact of the demoralizing influence of the Slave Trade. It proves that the market is not supplied by the superabundant population of Domestic Slaves; nor indeed, in any degree from the source of Domestic Slavery; but that men are reduced to slavery by war, or kidnapping, or for real or imputed crimes, for the purpose of being sold;—that the same acts of violence which have characterized the existence of this trade in other parts of Africa, accompany it on the shores of the Congo;—and in proportion to its influence, is the debasement and degradation of the human species, and the destruction of every right feeling, and of every moral and virtuous habit*.

Of another Expedition, which they are happy to find has been undertaken, from Cape Coast Castle to the capital of Ashantee, the Directors hope that some account will soon be given to the public. The details which it may comprise can scarcely fail to prove highly interesting and instructive.

* For some interesting extracts from the account of this Expedition, see Appendix L.

The Expedition under Major Peddie, to explore the course of the Niger, has met with a very serious check in the death of that officer, and of his successor Captain Campbell, and, at a still later period, of Lieutenant Stokoe, on whom the command had devolved. The object however, has not been relinquished ; and, according to the latest accounts, the persons engaged in it were again about to proceed to their destination. The knowledge which has already been obtained of the interior of Africa, though doubtless not considerable, may now be expected to lead to further discoveries ; and however painful may be the circumstances attending the failure of some of the Expeditions, the time, it is hoped, may not be far distant, when other attempts will be successful : and the increase of our own knowledge concerning that unexplored continent, the Directors trust, will be the pledge of improvement and civilization to its injured people.

In looking back to the arduous struggle which has been so long maintained on the behalf of our fellow-creatures in Africa and the West Indies, the Directors cannot but acknowledge that some things have occurred of a very painful description. They have, in many instances, been compelled to witness the disappointment of their hopes ; and there have been times, when after all the steps

which had hitherto been taken, the object seemed to be almost as remote as ever. But of the cause itself they have never suffered themselves to despair ; and they can now, with unfeigned satisfaction, speak of it, as having made a visible, and important progress. It was not till after many years of discussion that the enormities of the Slave Trade were fully acknowledged, even in this country, and the Abolition Laws passed. In the course of eleven years since that time, the iniquity of the traffic has been solemnly declared by all the great Powers of Europe ;—some of them have entered into Treaties for its effectual suppression ;—a large part of the African Coast has at length been rescued from its ravages ;—and of the two States which still suffer the trade to be openly carried on, one has pledged itself, within the limited period of two years, to a complete abolition.

On a view of the whole subject, the Directors cannot but indulge a hope, that a great progress has been made toward the entire extermination of this unchristian traffic ; and when, with this hope, they connect the spectacle of improvement exhibited at Sierra Leone, and which they trust will be gradually progressive, it is impossible not to indulge in the most pleasing anticipation with respect to Africa and her injured race. But it will still be necessary for the friends of justice and humanity, and especially for this Institution, to be unceasingly

vigilant and active. Much yet remains to be accomplished ; and it is earnestly hoped that the importance of carrying on, and completing this great work, will be felt by every man who knows the interests which it involves, and the crimes and cruelties which it is intended to extirpate.

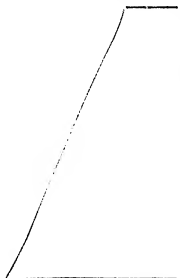
With these feelings, the Directors are deeply concerned to state, that the Funds of this Institution are very far from being equal to the magnitude of their objects. If the Society cannot increase its resources, instances of that violation of law and justice, which seems to be inseparably interwoven with the African Slave Trade, must in many cases be suffered to pass with impunity. The evil will to this extent be perpetuated and confirmed. And who can tell, how far the attainment of our great object itself, may not be eventually retarded by want of energy at the present moment, while the voice of Europe is inviting us to proceed, and Providence seems to smile upon the undertaking ?

The following account will shew the state of the finances of the Institution for the past year.

STATEMENT of the FUNDS of the AFRICAN INSTITUTION, December 31, 1817.

DR

	L. s. d.
To Cash in Hand, 31st December, 1816	204 7 5
To Amount of Donations and Subscriptions received during the Year....	894 14 0
To Cash received for Exchequer Bills sold, and Interest thereon	319 10 10



L.1418 12 3

To Balance of Cash in Hand	374 8 7
To Cash in the Hands of Sir Sidney Smith	200 0 0

L.574 8 7

CR

	L. s. d.
By Cash paid, Bills drawn from Sierra Leone on Account of Salary to African Youths (educated in this Country), and now acting as Schoolmasters at Sierra Leone, and incidental Expenses attending the Schools there	214 15 4
By Cash paid for a Monument to the Memory of the late Mr. Granville Sharp, and the Fees and Expenses attending its erection in Westminster Abbey	113 11 7
By Cash paid, Law Expenses incurred between December 1814 and May 1817, by Prosecutions against Persons engaged in illegal Slave-trading, and in endeavours to procure redress for injured Africans, &c. &c.....	108 5 7
By Cash paid for Stationery during the Year	23 5 7
By Cash paid for Tracts on the Slave-Registry Bill intended for Distribution in this Country	24 0 0
By Cash paid for Short-hand Notes of Debate on Registry Bill in the House of Commons	13 3 0
By Cash paid Clerk, one Year's Salary	120 0 0
By Cash paid Collector's Commission on the Amount of Subscriptions collected during the last Year	18 9 0
By Cash paid Messenger, one Year's Wages.....	54 12 0
By Cash paid Rent of Offices, Fires, Candles, &c.....	95 1 6
By Cash paid Current Disbursements, consisting of Postage, Portage, Hire of Rooms for General Meeting, Advertising, occasional Relief to distressed Africans, &c. &c.	229 0 1
	<u>1044 3 8</u>
By Cash in Hand this Day.....	374 8 7

Examined, 7th April, 1818.

W. S. HATHAWAY, }
JOHN ARCH, } Auditors.

L.1418 12 3

APPENDIX.

A.

Additional Convention to the Treaty of 22d January 1815, between his Britannic Majesty and his Most Faithful Majesty, for the purpose of preventing their Subjects from engaging in any illicit Traffic in Slaves. Signed at London the 28th July 1817.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the United Kingdom of Portugal, Brazil, and Algarves, adhering to the principles which they have manifested in the Declaration of the Congress of Vienna, bearing date the 8th of February 1815, and being desirous to fulfil faithfully, and to their utmost extent, the engagements which they mutually contracted by the Treaty of the 22d January 1815, and till the period shall arrive when, according to the tenor of the fourth Article of the said Treaty, his Most Faithful Majesty has reserved to himself, in concert with his Britannic Majesty, to fix the time when the Trade in Slaves shall cease entirely and be prohibited in his dominions, and his Majesty the King of the United Kingdom of Portugal, Brazil, and Algarves, having bound himself, by the second Article of the said Treaty, to adopt the measures necessary to prevent his subjects from all illicit traffic in Slaves, and his Majesty the King of the United Kingdom of Great Britain and Ireland having, on his part, engaged, in conjunction with his Most Faithful Majesty, to employ effectual means to prevent Portuguese vessels trading in Slaves, in conformity with the

laws of Portugal and the existing Treaties, from suffering any loss or hindrance from British cruizers, their said Majesties have accordingly resolved to proceed to the arrangement of a Convention for the attainment of these objects, and have therefore named as Plenipotentiaries, *ad hoc*, viz :

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Robert Stewart, Viscount Castlereagh, a Member of his said Majesty's Most Honourable Privy Council, a Member of Parliament, Colonel of the Londonderry Regiment of Militia, Knight of the Most Noble Order of the Garter, and his Principal Secretary of State for Foreign Affairs; and his Majesty the King of the United Kingdom of Portugal, Brazil, and Algarves, the Most Illustrious and Most Excellent Lord, Don Pedro de Souza Holstein, Count of Palmella, Councillor of his said Majesty, Captain of the German Company of his Royal Guards, Commander of the Order of Christ, Grand Cross of the Order of Charles III. of Spain, and his Envoy Extraordinary and Minister Plenipotentiary to his Britannic Majesty; who, after having exchanged their respective full powers, found to be in good and due form, have agreed upon the following Articles:

ARTICLE I.—The object of this Convention is, on the part of the two Governments, mutually to prevent their respective subjects from carrying on an illicit Slave Trade.

The two high Contracting Powers declare, that they consider as illicit, any traffic in Slaves carried on under the following circumstances:

1st. Either by British ships, and under the British flag, or for the account of British subjects, by any vessel or under any flag whatsoever.

2d. By Portuguese vessels in any of the harbours or roads of the coast of Africa, which are prohibited by the first Article of the Treaty of the 22d January 1815.

3d. Under the Portuguese or British flag for the account of the subjects of any other Government.

4th. By Portuguese vessels bound for any port not in the dominions of his Most Faithful Majesty.

ART. II.—The territories in which the traffic in Slaves continues to be permitted, under the Treaty of the 22d of January 1815, to the subjects of his Most Faithful Majesty, are the following:

1st. The territories possessed by the Crown of Portugal upon the coast of Africa to the south of the Equator, that is to say, upon the eastern coast of Africa, the territory laying between Cape Delgado and the Bay of Lourenço Marques; and upon the western coast, all that which is situated from the 8th to the 18th degree of south latitude.

2d. Those territories on the coast of Africa to the south of the Equator, over which his Most Faithful Majesty has declared that he has retained his rights, namely,

The territories of Molembo and Cabinda upon the eastern coast of Africa, from the 5th degree 12' to the 8th degree south latitude.

ART. III.—His Most Faithful Majesty engages, within the space of two months after the exchange of the ratifications of this present Convention, to promulgate in his capital, and in the other parts of his dominions, as soon as possible, a law, which shall prescribe the punishment of any of his subjects, who may in future participate in an illicit traffic of Slaves, and at the same time to renew the prohibition which already exists, to import Slaves into the Brazils, under any flag, other than that of Portugal; and his Most Faithful Majesty engages to assimilate, as much as possible, the legislation of Portugal in this respect, to that of Great Britain.

ART. IV.—Every Portuguese vessel which shall be destined for the Slave Trade, on any point of the African coast, where this traffic still continues to be lawful, must be provided with a royal passport, conformable to the model annexed to this present Convention, and which model forms an integral part of the same. The passport must be written in the Portuguese language, with an authentic translation in English annexed thereto, and it must be signed, for those vessels sailing from the port of Rio Janeiro, by the Minister of Marine; and for all other vessels which may be intended

for the said traffic, and which may sail from any other ports of the Brazils, or from any other of the dominions of his Most Faithful Majesty not in Europe, the passports must be signed by the Governor in Chief of the Captaincy to which the port belongs : and as to those vessels which may proceed from the ports of Portugal, to carry on the traffic in Slaves, their passports must be signed by the Secretary of the Government for the Marine Department.

ART. V.—The two high Contracting Powers, for the more complete attainment of their object, namely, the prevention of all illicit traffic in Slaves, on the part of their respective subjects, mutually consent, that the ships of war of their royal navies, which shall be provided with special instructions for this purpose, as hereinafter provided, may visit such merchant vessels of the two nations, as may be suspected, upon reasonable grounds, of having Slaves on board, acquired by an illicit traffic, and, in the event only of their actually finding Slaves on board, may detain and bring away such vessels, in order that they may be brought to trial before the tribunals established for this purpose, as shall hereinafter be specified.

Provided always, that the commanders of the ships of war of the two royal navies, who shall be employed on this service, shall adhere strictly to the exact tenor of the instructions which they shall have received for this purpose.

As this Article is entirely reciprocal, the two high Contracting Parties engage mutually, to make good any losses which their respective subjects may incur unjustly, by the arbitrary and illegal detention of their vessels.

It being understood that this indemnity shall invariably be borne by the Government whose cruiser shall have been guilty of the arbitrary detention ; provided always, that the visit and detention of Slave-ships, specified in this Article, shall only be effected by those British or Portuguese vessels, which may form part of the two royal navies ; and by those only of such vessels which are provided with the special instructions annexed to the present Convention.

ART. VI.—No British or Portuguese cruizer shall detain any Slave-ship, not having Slaves actually on board ; and in order to render lawful the detention of any ship, whether British or Portuguese, the Slaves found on board such vessel must have been brought there for the express purpose of the traffic ; and those on board Portuguese ships must have been taken from that part of the coast of Africa where the Slave Trade was prohibited by the Treaty of the 22d of January 1815.

ART. VII.—All ships of war of the two nations, which shall hereafter be destined to prevent the illicit traffic in Slaves, shall be furnished by their own Government with a copy of the instructions annexed to the present Convention, and which shall be considered as an integral part thereof.

These instructions shall be written in Portuguese and English, and signed for the vessels of each of the two Powers, by the Ministers of their respective Marine.

The two high Contracting Parties reserve the faculty of altering the said instructions, in whole or in part, according to circumstances ; it being, however, well understood, that the said alterations cannot take place but by common agreement, and by the consent of the two high Contracting Parties.

ART. VIII.—In order to bring to adjudication, with the least delay and inconvenience, the vessels which may be detained for having been engaged in an illicit traffic of Slaves, there shall be established, within the space of a year at furthest from the exchange of the ratifications of the present Convention, two mixed commissions, formed of an equal number of individuals of the two nations, named for this purpose by their respective Sovereigns.

These commissions shall reside—one in a possession belonging to his Britannic Majesty—the other within the territories of his Most Faithful Majesty ; and the two Governments, at the period of the exchange of the ratifications of the present Convention, shall declare, each for its own dominions, in what places the commissions shall respectively

reside. Each of the two high Contracting Parties reserving to itself the right of changing, at its pleasure, the place of residence of the commission held within its own dominions ; provided, however, that one of the two commissions shall always be held upon the coast of Africa, and the other in the Brazils.

These commissions shall judge the causes submitted to them without appeal, and according to the regulation and instructions annexed to the present Convention, of which they shall be considered as an integral part.

ART. IX.—His Britannic Majesty, in conformity with the stipulations of the Treaty of the 22d of January 1815, engages to grant, in the manner hereafter explained, sufficient indemnification to all the proprietors of Portuguese vessels and cargoes captured by British cruizers between the 1st of June 1814, and the period at which the two commissions pointed out in Article VIII, of the present Convention, shall assemble at their respective posts.

The two high Contracting Parties agree that all claims of the nature herein before mentioned, shall be received and liquidated by a mixed commission, to be held at London, and which shall consist of an equal number of the individuals of the two nations, named by their respective Sovereigns, and upon the same principles stipulated by the VIIIth Article of this Additional Convention, and by the other acts which form an integral part of the same. The aforesaid commissions shall commence their functions, six months after the ratification of the present Convention, or sooner if possible.

The two high Contracting Parties have agreed that the proprietors of vessels captured by the British cruizers, cannot claim compensation for a larger number of Slaves than that which, according to the existing laws of Portugal, they were permitted to transport, according to the rate of tonnage of the captured vessel.

The two high Contracting Parties are equally agreed, that every Portuguese vessel captured with Slaves on board for the traffic, which shall be proved to have been embarked within the territories of the coast of Africa, situated

to the north of Cape Palmas, and not belonging to the Crown of Portugal,—as well as all Portuguese vessels captured with Slaves on board for the traffic, six months after the exchange of the ratifications of the Treaty of the 22d of January 1815, and on which it can be proved that the aforesaid Slaves were embarked in the roadsteads of the coast of Africa, situated to the north of the Equator, shall not be entitled to claim any indemnification.

ART. X.—His Britannic Majesty engages to pay, within the space of a year at furthest, from the decision of each case, to the individual having a just claim to the same, the sums which shall be granted to them by the commissions named in the preceding Articles.

ART. XI.—His Britannic Majesty formally engages to pay the three hundred thousand pounds sterling of indemnification, stipulated by the Convention of the 21st of January 1815, in favour of the proprietors of Portuguese vessels captured by British cruizers, up to the period of the 1st of June 1814, in the manner following, viz.

The first payment of one hundred and fifty thousand pounds sterling, six months after the exchange of the ratifications of the present Convention, and the remaining one hundred and fifty thousand pounds sterling, as well as the interest at five per cent. due upon the total sum, from the day of the exchange of the ratifications of the Convention of the 21st of January 1815, shall be paid nine months after the exchange of the ratifications of the present Convention. The interest due shall be payable up to the day of the last payment. All the aforesaid payments shall be made in London, to the Minister of his Most Faithful Majesty, at the court of his Britannic Majesty, or to the persons whom his Most Faithful Majesty shall think proper to authorize for that purpose.

ART. XII.—The acts or instruments annexed to this Additional Convention, and which form an integral part thereof, are as follows :

No. 1. Form of passport for the Portuguese merchant ships, destined for the lawful traffic in Slaves.

No. 2. Instructions for the ship of war of both nations, destined to prevent the illicit traffic in Slaves.

No. 3. Regulation for the mixed commissions, which are to hold their sittings on the coast of Africa, at the Brazils, and in London.

ART. XIII.—The present Convention shall be ratified, and the ratifications thereof exchanged at Rio Janeiro, within the space of four months at furthest, dating from the day of its signature.

In witness whereof the respective plenipotentiaries have signed the same, and have thereunto affixed the seal of their arms.

Done at London, the twenty-eighth day of July, in the year of our Lord one thousand eight hundred and seventeen.

(Signed) (L. S.) CASTLEREAGH.

(L. S.) The COUNT of PALMELLA.

Form of Passport for Portuguese Vessels destined for the lawful Traffic in Slaves.

(Place for the Royal Arms.)

I, Minister and Secretary of State for the affairs of the Marine and Transatlantic Dominions, &c. &c. [or Governor of this Province, or Secretary of the Government of Portugal,] make known to those that shall see the present passport, that the vessel called of tons, and carrying men, and passengers, master, and owner, Portuguese, and subjects of the United Kingdom, is bound to the ports of and and coast of from whence she is to return to, the said master and owner having previously taken the required oath before the Royal Board of Commerce of this capital (or the Board of Inspection of this province), and having legally proved that no foreigner has any share in the above vessel and cargo, as appears by the certificate of that Royal Board (or Board of Inspection,) which is annexed to this passport. The said master, and owner of the said vessel, being under an obligation to enter solely such ports on the coast of Africa where

the Slave Trade is permitted to the subjects of the United Kingdom of Portugal, Brazil, and Algarves; and to return from thence to any of the ports of this kingdom, where alone they shall be permitted to land the Slaves whom they carry, after going through the proper forms, to shew that they have, in every respect, complied with the provisions of the *Alvará* of the 24th of November 1813, by which his Majesty was pleased to regulate the conveyance of Slaves from the coast of Africa to his dominions of Brazil. And should they fail to execute any of these conditions, they shall be liable to the penalties denounced by the *Alvará* of * against those who shall carry on the Slave Trade in an illicit manner. And as in going or returning she may, either at sea or in port, meet officers of ships and vessels of the same kingdom, the King our Lord orders them not to give her any obstruction; and his Majesty recommends to the officers of the fleets, squadrons, and ships of the Kings, Princes, Republics, and Potentates, the friends and allies of the Crown, not to prevent her from prosecuting her voyage, but, on the contrary, to afford her any aid and accommodation she may want for continuing the same; being persuaded that those recommended by their Princes, will, on our part, experience the same treatment. In testimony of which his Majesty has ordered her to be furnished by me with this passport, signed and sealed with the great seal of the royal arms, which shall have validity only for and for one voyage alone.

Given in the Palace of the of
in the year after the birth of our
Lord Jesus Christ.

(L. S.)

By order of his Excellency, .

The officer who made out the passport.

* This *Alvará* to be promulgated in pursuance of the Third Article of the Additional Convention of the 25th of July 1817.

This passport numbered () authorizes any number of Slaves not exceeding being per ton (as permitted by the *Alvará* of*) to be on board of this ship at one time, excepting always such Slaves employed as sailors or domestics, and children born on board during the voyage.

(Signed as above, by the proper Portuguese Authorities.)

(Signed)

(Signed)

CASTLEREAGH.

The COUNT of PALMELLA.

Instructions intended for the British and Portuguese Ships of War employed to prevent the illicit Traffic in Slaves.

ARTICLE I.—Every British or Portuguese ship of war shall, in conformity with Article V. of the Additional Convention of this date, have a right to visit the merchant-ships of either of the two Powers actually engaged, or suspected to be engaged, in the Slave Trade; and should any Slaves be found on board according to the tenor of the VIth Article of the aforesaid Additional Convention,—and as to what regards the Portuguese vessels, should there be ground to suspect that the said Slaves have been embarked on a part of the coast of Africa where the traffic in Slaves can no longer be legally carried on, in consequence of the stipulations in force between the two high Powers; in these cases alone, the commander of the said ship of war may detain them; and having detained them, he is to bring them, as soon as possible, for judgment before that of the two mixed commissions appointed by the VIIIth Article of the Additional Convention of this date, which shall be the nearest, or which the commander of the capturing ship shall, upon his own responsibility, think he can soonest reach from the spot where the Slave-ship shall have been detained.

Ships on board of which no Slaves shall be found intended

* That is to say, the *Alvará* of the 24th of November 1819, or any other Portuguese law which may hereafter be promulgated in lieu thereof.

for purposes of traffic, shall not be detained on any account or pretence whatever.

Negro servants or sailors that may be found on board the said vessels, cannot, in any case, be deemed a sufficient cause for detention.

ART. II.—No merchantman or Slave-ship, can, on any account or pretence whatever, be visited or detained whilst in the port or roadsted belonging to either of the two high Contracting Powers, or within cannon-shot of the batteries on shore. But in case suspicious vessels should be found so circumstanced, proper representations may be addressed to the authorities of the country, requesting them to take effectual measures for preventing such abuses.

ART. III.—The high Contracting Powers having in view the immense extent of the shores of Africa, to the north of the Equator, along which this commerce continues prohibited, and the facility thereby afforded for illicit traffic, on points where either the total absence, or at least the distance of lawful authorities bar ready access to those authorities, in order to prevent it, have agreed, for the more readily attaining the salutary end which they propose, to grant, and they do actually grant to each other the power, without prejudice to the rights of sovereignty, to visit and detain, as if on the high seas, any vessel having Slaves on board, even within cannon-shot of the shore of their respective territories on the continent of Africa to the north of the Equator, in case of there being no local authorities to whom recourse might be had, as has been stated in the preceding Article. In such case, vessels so visited may be brought before the mixed commissions, in the form prescribed in the first Article of the preceding Instructions.

ART. IV.—No Portuguese merchantman or Slave-ship shall, on any pretence whatever, be detained, which shall be found any where near the land, or on the high seas, south of the Equator, unless after a chase that shall have commenced north of the Equator.

ART. V.—Portuguese vessels furnished with a regular passport, having Slaves on board, shipped at those parts of

the coast of Africa where the trade is permitted to Portuguese subjects, and which shall afterwards be found north of the Equator, shall not be detained by the ships of war of the two nations, though furnished with the present instructions, provided the same can account for their course, either in conformity with the practice of the Portuguese navigation, by steering some degrees to the northward, in search of fair winds, or for other legitimate causes, such as the dangers of the sea duly proved; or lastly, in the case of their passports, proving that they were bound for a Portuguese port not within the continent of Africa. Provided always, that with regard to all Slave-ships detained to the north of the Equator, the proof of the legality of the voyage is to be furnished by the vessel so detained. On the other hand, with respect to Slave-ships detained to the south of the Equator, in conformity with the stipulations of the preceding Article, the proof of the illegality of the voyage is to be exhibited by the captor.

It is in like manner stipulated, that the number of Slaves found on board a Slave-ship by the cruizers, even should the number not agree with that contained in their passport, shall not be a sufficient reason to justify the detention of the ship; but the captain and the proprietor shall be denounced in the Portuguese tribunals in the Brazils, in order to their being punished according to the laws of the country.

ART. VI.—Every Portuguese vessel, intended to be employed in the legal traffic in Slaves, in conformity with the principles laid down in the Additional Convention of this date, shall be commanded by a native Portuguese; and two-thirds, at least, of the crew, shall likewise be Portuguese. Provided always, that its Portuguese or foreign construction shall, in no wise, affect its nationality, and that the Negro sailors shall always be reckoned as Portuguese, provided they belong, as Slaves, to subjects of the Crown of Portugal, or that they have been enfranchised in the dominions of his Most Faithful Majesty.

ART. VII.—Whenever a ship of war shall meet a merchant-vessel liable to be searched, it shall be done in the

most mild manner, and with every attention which is due between allied and friendly nations ; and in no case shall the search be made by an officer holding a rank inferior to that of lieutenant in the navy.

ART. VIII.—The ships of war which may detain the Slave-ships, in pursuance of the principles laid down in the present Instructions, shall leave on board all the cargo of Negroes untouched, as well as the captain and a part at least of the crew of the above-mentioned Slave-ship: the captain shall draw up in writing an authentic declaration, which shall exhibit the state in which he found the detained ship, and the changes which may have taken place in it: he shall deliver to the captain of the Slave-ship a signed certificate of the papers seized on board the said vessel, as well as of the number of Slaves found on board at the moment of detention.

The Negroes shall not be disembarked till after the vessels which contain them shall be arrived at the place where the legality of the capture is to be tried by one of the two mixed commissions, in order that, in the event of their not being adjudged legal prize, the loss of the proprietors may be more easily repaired. If, however, urgent motives, deduced from the length of the voyage, the state of health of the Negroes, or other causes, required that they should be disembarked entirely, or in part, before the vessels could arrive at the place of residence of one of the said commissions, the commander of the capturing ship may take on himself the responsibility of such disembarkation, provided that the necessity be stated in a certificate in proper form.

ART. IX.—No conveyance of Slaves from one port of the Brazils to another, or from the continent or islands of Africa, to the possessions of Portugal out of America, shall take place as objects of commerce, except in ships provided with passports from the Portuguese Government, *ad hoc*.

Done at London the twenty eighth day of July, in the year of our Lord one thousand eight hundred and seventeen.

(Signed)

(Signed)

CASTLEREAGH. (L.S.) The COUNT of PALMELLA. (L.S.)

Regulations for the mixed Commissions, which are to reside on the Coast of Africa, in the Brazils, and at London.

ARTICLE I.—The mixed commissions to be established by the Additional Convention of this date, upon the coast of Africa and in the Brazils, are appointed to decide upon the legality of the detention of such Slave-vessels as the cruisers of both nations shall detain, in pursuance of this same Convention, for carrying on an illicit commerce in Slaves.

The above-mentioned commissions shall judge, without appeal, according to the letter and spirit of the Treaty of the 22d of January 1815, and of the Additional Convention to the said Treaty, signed at London on this 28th day of July 1817.

The commissions shall give sentence, as summarily as possible, and they are required to decide (as far as they shall find it practicable), within the space of twenty days, to be dated from that on which every detained vessel shall have been brought into the port where they shall reside; 1st, upon the legality of the capture; 2d, in the case in which the captured vessel shall have been liberated, as to the indemnification which she is to receive.

And it is hereby provided, that in all cases the final sentence shall not be delayed, on account of the absence of witnesses, or for want of other proofs, beyond the period of two months: except upon the application of any of the parties interested, when, upon their giving satisfactory security to charge themselves with the expense and risks of the delay, the commissioners may, at their discretion, grant an additional delay not exceeding four months.

ART. II.—Each of the above-mentioned mixed commissions, which are to reside on the coast of Africa, and in the Brazils, shall be composed in the following manner:

The two high Contracting Parties shall each of them name a commissary judge, and a commissioner of arbitration, who shall be authorized to hear and to decide, without appeal, all cases of capture of Slave vessels which, in pursuance of the stipulation of the Additional Convention of this

date, may be laid before them. All the essential parts of the proceedings carried on before these mixed commissions, shall be written down in the language of the country in which the commission may reside.

The commissary judges and the commissioners of arbitration, shall make oath, in presence of the principal magistrate of the place in which the commission may reside, to judge fairly and faithfully, to have no preference either for the claimants or the captors, and to act, in all their decisions, in pursuance of the stipulations of the Treaty of the 22d January 1815, and of the Additional Convention to the said Treaty.

There shall be attached to each commission a secretary or registrar, appointed by the Sovereign of the country in which the commission may reside, who shall register all its acts, and who, previous to his taking charge of his post, shall make oath, in presence of at least one of the commissary judges, to conduct himself with respect for their authority, and to act with fidelity in all the affairs which may belong to his charge.

ART. III.—The form of the process shall be as follows:

The commissary judges of the two nations shall, in the first place, proceed to the examination of the papers of the vessel, and to receive the depositions on oath of the captain, and of two or three, at least, of the principal individuals on board of the detained vessel, as well as the declaration on oath of the captor, should it appear necessary, in order to be able to judge and to pronounce if the said vessel has been justly detained or not, according to the stipulations of the Additional Convention of this date, and in order that, according to this judgment, it may be condemned or liberated. And in the event of the two commissary judges not agreeing on the sentence they ought to pronounce, whether as to the legality of the detention, or the indemnification to be allowed, or on any other question which might result from the stipulations of the Convention of this date,—they shall draw by lot the name of one of the two commissioners of arbitration, who, after having considered

the documents of the process, shall consult with the above-mentioned commissary judges on the case in question, and the final sentence shall be pronounced conformably to the opinion of the majority of the above-mentioned commissary judges and of the above-mentioned commissioner of arbitration.

ART. IV.—As often as the cargo of Slaves found on board of a Portuguese Slave-ship, shall have been embarked on any point whatever of the coast of Africa, where the Slave Trade continues lawful to the subjects of the Crown of Portugal, such Slave-ship shall not be detained on pretext that the above-mentioned Slaves have been brought originally *by land* from any other part whatever of the continent.

ART. V.—In the authenticated declaration which the captor shall make before the commission, as well as in the certificate of the papers seized, which shall be delivered to the captain of the captured vessel, at the time of the detention, the above-mentioned captor shall be bound to declare his name, the name of his vessel, as well as the latitude and longitude of the place where the detention shall have taken place, and the number of Slaves found living on board of the Slave-ship, at the time of the detention.

ART. VI.—As soon as sentence shall have been passed, the detained vessel, if liberated, and what remains of the cargo, shall be restored to the proprietors, who may, before the same commission, claim a valuation of the damages which they may have a right to demand: the captor himself, and, in his default, his Government, shall remain responsible for the above-mentioned damages. The two high Contracting Parties bind themselves to defray, within the term of a year from the date of the sentence, the indemnifications which may be granted by the above-named commission, it being understood that these indemnifications shall be at the expense of the Power of which the captor shall be a subject.

ART. VII.—In case of the condemnation of a vessel for an unlawful voyage, she shall be declared lawful prize, as well as her cargo, of whatever description it may be, with

the exception of the Slaves who may be on board as objects of commerce; and the said vessel, as well as her cargo, shall be sold by public sale, for the profit of the two Governments; and as to the Slaves, they shall receive from the mixed commission a certificate of emancipation, and shall be delivered over to the Government on whose territory the commission which shall have so judged them shall be established, to be employed as servants or free labourers. Each of the two Governments binds itself to guarantee the liberty of such portion of these individuals as shall be respectively consigned to it.

ART. VIII.---Every claim for compensation of losses occasioned to ships suspected of carrying on an illicit trade in Slaves, not condemned as lawful prize by the mixed commissions, shall be also heard and judged by the above-named commissions, in the form provided by the third Article of the present regulation. And in all cases wherein restitution shall be so decreed, the commission shall award to the claimant or claimants, or his or their lawful attorney or attorneys, for his or their use, a just and complete indemnification:---first, for all costs of suit, and for all losses and damages which the claimant or claimants may have actually sustained by such capture and detention; that is to say, in case of total loss the claimant or claimants shall be indemnified; 1st, for the ship, her tackle, apparel, and stores; 2dly, for all freight due and payable; 3dly, for the value of the cargo of merchandize, if any; 4thly, for the Slaves on board at the time of detention, according to the computed value of such Slaves at the place of destination; deducting therefrom the usual fair average mortality for the unexpired period of the regular voyage; deducting also for all charges and expenses payable upon the sale of such cargoes, including commission of sale when payable at such port; and 5thly, for all other regular charges in such cases of total loss; and in all other cases not of total loss, the claimant or claimants shall be indemnified,—first, for all special damages and expenses occasioned to the ship by the detention, and for loss of freight when due or payable;

secondly, a demurrage when due, according to the schedule annexed to the present Article; thirdly, a daily allowance for the subsistence of Slaves, of one shilling, or one hundred and eighty reis for each person, without distinction of sex or age, for so many days as it shall appear to the commission that the voyage has been or may be delayed by reason of such detention;—as likewise, fourthly, for any deterioration of cargo or Slaves;—fifthly, for any diminution in the value of the cargo of Slaves, proceeding from an increased mortality beyond the average amount of the voyage, or from sickness occasioned by detention; this value to be ascertained by their computed price at the place of destination, as in the above case of total loss;—sixthly, an allowance of five per cent. on the amount of capital employed in the purchase and maintenance of cargo, for the period of delay occasioned by the detention;—and, seventhly, for all premium of insurance on additional risks.

The claimant or claimants shall likewise be entitled to interest, at the rate of five per cent. per annum on the sum awarded, until paid by the Government to which the capturing ship belongs: the whole amount of such indemnifications being calculated in the money of the country to which the captured ship belongs, and to be liquidated at exchange current at the time of award, excepting the sum for the subsistence of Slaves, which shall be paid *at par*, as above stipulated.

The two high Contracting Parties wishing to avoid, as much as possible, every species of fraud in the execution of the Additional Convention of this date, have agreed, that if it should be proved, in a manner evident to the conviction of the judges of the two nations, and without having recourse to the decision of a commissioner of arbitration, that the captor has been led into error by a voluntary and reprehensible fault on the part of the captain of the detained ship; in that case only, the detained ship shall not have the right of receiving, during the days of her detention, the demurrage stipulated by the present Article.

Schedule of Demurrage, or Daily Allowance for a Vessel of

100 tons to 120 inclusive	L.5	} per diem.
121 ditto 150 ditto	.....	6
151 ditto 170 ditto	.....	8
171 ditto 200 ditto	.....	10
201 ditto 220 ditto	.....	11
221 ditto 250 ditto	.....	12
251 ditto 270 ditto	.....	14
271 ditto 300 ditto	.....	15

and so on in proportion.

ART. IX.—When the proprietors of a ship, suspected of carrying on an illicit trade in Slaves, released in consequence of a sentence of one of the mixed commissions (or in the case, as above-mentioned, of total loss), shall claim indemnification for the loss of Slaves which he may have suffered, he shall in no case be entitled to claim for more than the number of Slaves which his vessel was, by the Portuguese laws, authorised to carry, which number shall always be declared in his passport.

ART. X.—The mixed commission established in London by the Article IXth of the Convention of this date, shall hear and determine all claims for Portuguese ships and cargoes, captured by British cruisers on account of the unlawful trading in Slaves, since the 1st of June 1814, till the period when the Convention of this date is to be in complete execution; awarding to them, conformably to the Article IX. of the Additional Convention of this date, a just and complete compensation, upon the basis laid down in the preceding Article, either for total loss, or for losses and damages sustained by the owners and proprietors of the said ships and cargoes. The said commission established in London, shall be composed and proceed exactly upon the same basis determined in the Articles 1, 2, and 3, of the present regulation for the commissions established on the coast of Africa and the Brazils.

ART. XI.—It shall not be permitted to any of the commissary judges, nor to the arbitrators, nor to the secretary of

any of the mixed commissions, to demand or receive, from any one of the parties concerned in the sentences which they shall pronounce, any emolument, under any pretext whatsoever, for the performance of the duties which are imposed upon them by the present regulation.

ART. XII.---When the parties interested shall imagine they have cause to complain of any evident injustice on the part of the mixed commissions, they may represent it to their respective Governments, who reserve to themselves the right of mutual correspondence for removing, when they think fit, the individuals who may compose these commissions.

ART. XIII.---In the case of a vessel detained unjustly, under pretence of the stipulations of the Additional Convention of this date, and in which the captor should neither be authorised by the tenor of the above-mentioned Convention, nor of the instructions annexed to it, the Government to which the detained vessel may belong, shall be entitled to demand reparation; and in such case, the Government to which the captor may belong, binds itself to cause the subject of complaint to be fully examined, and to inflict upon the captor, if he be found to have deserved it, a punishment proportioned to the transgression which may have been committed.

ART. XIV.---The two high Contracting Parties have agreed, that in the event of the death of one or more of the commissioners, judges, and arbitrators, composing the above-mentioned mixed commissions, their posts shall be supplied, *ad interim*, in the following manner: on the part of the British Government, the vacancies shall be filled successively, in the commission which shall sit within the possessions of his Britannic Majesty, by the governor or lieutenant-governor resident in that colony, by the principal magistrate of the place, and by the secretary; and in the Brazils, by the British consul and vice-consul resident in the city in which the mixed commission may be established.

On the part of Portugal, the vacancies shall be supplied, in the Brazil, by such persons as the captain-general of the province shall name for that purpose; and, considering the

difficulty which the Portuguese Government would feel in naming fit persons to fill the posts which might become vacant in the commission established in the British possessions, it is agreed, that in case of the death of the Portuguese commissioners, judge, or arbitrators, in those possessions, the remaining individuals of the above-mentioned commission shall be equally authorised to proceed to the judgment of such Slave-ships as may be brought before them, and to the execution of their sentence. In this case alone, however, the parties interested shall have the right of appealing from the sentence, if they think fit, to the commission resident in the Brazils; and the Government to which the captor shall belong, shall be bound fully to defray the indemnification which shall be due to them, if the appeal be judged in favour of the claimants; it being well understood that the ship and cargo shall remain during this appeal, in the place of residence of the first commission before whom they may have been conducted.

The high Contracting Parties have agreed to supply, as soon as possible, every vacancy that may arise in the above-mentioned commissions, from death or any other contingency. And in case that the vacancy of each of the Portuguese commissioners residing in the British possessions, be not supplied at the end of six months, the vessels which are taken there to be judged, after the expiration of that time, shall no longer have the right of appeal hereinbefore stipulated.

Done at London, the twenty-eighth day of July, in the year of our Lord one thousand eight hundred and seventeen.

(Signed) (L. S.) CASTLEREAGH.

(Signed) (L. S.) The COUNT of PALMELLA.

SEPARATE ARTICLE.

As soon as the total abolition of the Slave Trade, for the subjects of the Crown of Portugal, shall have taken place, the two high Contracting Parties hereby agree, by common consent, to adapt, to that state of circumstances, the stipu-

lations of the Additional Convention concluded at London the 28th of July last; but in default of such alterations, the Additional Convention of that date shall remain in force until the expiration of fifteen years from the day on which the general abolition of the Slave Trade shall so take place, on the part of the Portuguese Government.

The present Separate Article shall have the same force and validity as if it were inserted, word for word, in the Additional Convention aforesaid. It shall be ratified, and the ratifications shall be exchanged as soon as possible.

In witness whereof the respective plenipotentiaries have signed the same, and have thereunto affixed the seals of their arms.

Done at London, this eleventh day of September, in the year of our Lord one thousand eight hundred and seventeen.

(Signed) (L. S.) CASTLEREAGH.

(Signed) (L. S.) The COUNT of PALMELLA.

B.

Treaty between his Britannic Majesty and his Catholic Majesty, for preventing their Subjects from engaging in any illicit Traffic in Slaves. Signed at Madrid, the 23d of September, 1817.

In the Name of the Most Holy Trinity.

IT having been stated, in the second Additional Article of the Treaty signed at Madrid on the 5th day of July of the year 1814, between his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of Spain and the Indies, that "his Catholic Majesty concurs, in the fullest manner, in the sentiments of his Britannic Majesty, with respect to the injustice and inhumanity

of the traffic in Slaves, and promises to take into consideration, with the deliberation which the state of his possessions in America demands, the means of acting in conformity with those sentiments : and engages, moreover, to prohibit his subjects from carrying on the Slave Trade, for the purpose of supplying any islands or possessions, excepting those appertaining to Spain; and to prevent, by effectual measures and regulations, the protection of the Spanish flag being given to foreigners who may engage in this traffic, whether subjects of his Britannic Majesty, or of any other state or power."

And his Catholic Majesty, conformably to the spirit of this Article, and to the principles of humanity with which he is animated, having never lost sight of an object so interesting to him, and being desirous of hastening the moment of its attainment, has resolved to co-operate with his Britannic Majesty in the cause of humanity, by adopting, in concert with his said Majesty, efficacious means for bringing about the abolition of the Slave Trade, for effectually suppressing illicit traffic in Slaves, on the part of their respective subjects, and for preventing Spanish ships trading in Slaves, conformably to law and to treaty, from being molested or subjected to losses from British cruisers: the two high Contracting Parties have accordingly named as their plenipotentiaries, viz. :

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Sir Henry Wellesley, a member of his Majesty's most honourable Privy Council, Knight Grand Cross of the most honourable Order of the Bath, and his Majesty's Ambassador Extraordinary and Plenipotentiary to his Catholic Majesty; and his Majesty the King of Spain and the Indies, Don Josef Garcia de Leon y Pizarro, Knight Grand Cross of the royal and distinguished Spanish Order of Charles III., of that of Saint Ferdinand and of Merit, of Naples, of those of Saint Alexander Newsky and of Saint Anne of Russia, and of that of the Red Eagle of Prussia, Counsellor of State, and First Secretary of State and of the General Dispatch; who,

having exchanged their respective full powers, found to be in good and due form, have agreed upon the following Articles:

ARTICLE I.—His Catholic Majesty engages, that the Slave Trade shall be abolished throughout the entire dominions of Spain, on the 30th day of May 1820, and that, from and after that period, it shall not be lawful for any of the subjects of the Crown of Spain to purchase Slaves, or to carry on the Slave Trade, on any part of the coast of Africa, upon any pretext or in any manner whatever; provided, however, that a term of five months, from the said date of the 30th of May 1820, shall be allowed for completing the voyages of vessels, which shall have cleared out lawfully previously to the said 30th of May.

ART. II.—It is hereby agreed, that from and after the exchange of the ratifications of the present Treaty, it shall not be lawful for any of the subjects of the Crown of Spain to purchase Slaves, or to carry on the Slave Trade on any part of the coast of Africa to the north of the Equator, upon any pretext or in any manner whatever; provided, however, that a term of six months, from the date of the exchange of the ratifications of this Treaty, shall be allowed for completing the voyages of vessels which shall have cleared out from Spanish ports for the said coast, previously to the exchange of the said ratifications.

ART. III.—His Britannic Majesty engages to pay, in London, on the 20th of February 1818, the sum of four hundred thousand pounds sterling, to such person as his Catholic Majesty shall appoint to receive the same.

ART. IV.—The said sum of four hundred thousand pounds sterling is to be considered as a full compensation for all losses sustained by the subjects of his Catholic Majesty engaged in this traffic, on account of vessels captured previously to the exchange of the ratifications of the present Treaty, as also for the losses, which are a necessary consequence of the abolition of the said traffic.

ART. V.—One of the objects of this Treaty, on the part of the two Governments, being mutually to prevent their

respective subjects from carrying on an illicit Slave Trade;

The two high Contracting Parties declare, that they consider as illicit, any traffic in Slaves carried on under the following circumstances :

1st. Either by British ships, and under the British flag, or for the account of British subjects, by any vessel or under any flag whatsoever.

2d. By Spanish ships, upon any part of the coast of Africa north of the Equator, after the exchange of the ratifications of the present Treaty; provided, however, that six months shall be allowed for completing the voyages of vessels, conformably to the tenor of the second Article of this Treaty.

3d. Either by Spanish ships, and under the Spanish flag, or for the account of Spanish subjects, by any vessel or under any flag whatsoever, after the 30th of May 1820, when the traffic in Slaves, on the part of Spain, is to cease entirely; provided always, that five months shall be allowed for the completion of voyages commenced in due time, conformably to the first Article of this Treaty.

4th. Under the British or Spanish flag, for the account of the subjects of any other Government.

5th. By Spanish vessels bound for any port not in the dominions of his Catholic Majesty.

ART. VI.—His Catholic Majesty will adopt, in conformity to the spirit of this Treaty, the measures which are best calculated to give full and complete effect to the laudable objects which the high Contracting Parties have in view.

ART. VII.—Every Spanish vessel which shall be destined for the Slave Trade, on any part of the coast of Africa where this traffic still continues to be lawful, must be provided with a Royal Passport, conformable to the model annexed to the present Treaty, and which model forms an integral part of the same. This passport must be written in the Spanish language, with an authentic translation in English annexed thereto; and it must be signed by his Catholic Majesty, and countersigned by the Minister of Marine, and also by the

principal naval authority of the district, station, or port from whence the vessel clears out, whether in Spain, or in the colonial possessions of his Catholic Majesty.

ART. VIII.—It is to be understood that this passport, for rendering lawful the voyages of Slave-ships, is required only for the continuation of the traffic to the south of the Line; those passports which are now issued, signed by the First Secretary of State of his Catholic Majesty, and in the form prescribed by the Order of the 16th of December 1816, remaining in full force for all vessels which may have cleared out for the coast of Africa, as well to the north as to the south of the Line, previously to the exchange of the ratifications of the present Treaty.

ART. IX.—The two high Contracting Parties, for the more complete attainment of the object of preventing all illicit traffic in Slaves, on the part of their respective subjects, mutually consent, that the ships of war of their royal navies, which shall be provided with special instructions for this purpose, as hereinafter mentioned, may visit such merchant vessels of the two nations as may be suspected, upon reasonable grounds, of having Slaves on board, acquired by an illicit traffic, and, in the event only of their finding Slaves on board, may detain and bring away such vessels, in order that they may be brought to trial before the tribunals established for this purpose, as shall hereinafter be specified.

Provided always, that the commanders of the ships of war, of the two royal navies, who shall be employed on this service, shall adhere strictly to the exact tenor of the instructions which they shall receive for this purpose.

As this Article is entirely reciprocal, the two high Contracting Parties engage mutually, to make good any losses which their respective subjects may incur unjustly, by the arbitrary and illegal detention of their vessels.

It being understood that this indemnity shall invariably be borne by the Government whose cruiser shall have been guilty of the arbitrary detention; provided always, that the visit and detention of Slave-ships, specified in this Article, shall only be effected by those British or Spanish vessel

which may form part of the two royal navies, and by those only of such vessels which are provided with the special instructions annexed to the present Treaty.

ART. X.—No British or Spanish cruiser shall detain any Slave-ship, not having Slaves actually on board; and in order to render lawful the detention of any ship, whether British or Spanish, the Slaves found on board such vessel must have been brought there for the express purpose of the traffic; and those on board of Spanish ships must have been taken from that part of the coast of Africa where the Slave Trade is prohibited, conformably to the tenor of the present Treaty.

ART. XI.—All ships of war of the two nations, which shall hereafter be destined to prevent the illicit traffic in Slaves, shall be furnished by their own Government with a copy of the instructions annexed to the present Treaty, and which shall be considered as an integral part thereof.

These instructions shall be written in Spanish and English, and signed for the vessels of each of the two Powers, by the Minister of their respective Marine.

The two high Contracting Parties reserve the faculty of altering the said instructions, in whole or in part, according to circumstances; it being, however, well understood, that the said alterations cannot take place but by the common agreement, and by the consent of the two high Contracting Parties.

ART. XII.—In order to bring to adjudication, with the least delay and inconvenience, the vessels which may be detained for having been engaged in an illicit traffic of Slaves, there shall be established, within the space of a year at furthest, from the exchange of the ratifications of the present Treaty, two mixed Commissions, formed of an equal number of individuals of the two nations, named for this purpose by their respective Sovereigns.

These Commissions shall reside—one in a possession belonging to his Britannic Majesty—the other within the territories of his Catholic Majesty; and the two Governments, at the period of the exchange of the ratifications of the present

Treaty, shall declare, each for its own dominions, in what places the Commissions shall respectively reside. Each of the two high Contracting Parties reserving to itself the right of changing, at its pleasure, the place of residence of the Commission held within its own dominions; provided, however, that one of the two Commissions shall always be held upon the coast of Africa, and the other in one of the colonial possessions of his Catholic Majesty.

These Commissions shall judge the causes submitted to them without appeal, and according to the regulations and instructions annexed to the present Treaty, of which they they shall be considered as an integral part.

ART. XIII.—The acts or instruments annexed to this Treaty, and which form an integral part thereof, are as follows:

No. 1. Form of passport for the Spanish merchant ships, destined for the lawful traffic in Slaves.

No. 2. Instructions for the ships of war of both nations, destined to prevent the illicit traffic in Slaves.

No. 3. Regulation for the mixed Commissions, which are to hold their sittings on the coast of Africa, and in one of the colonial possessions of his Catholic Majesty.

ART. XIV.—The present Treaty, consisting of fourteen Articles, shall be ratified, and the ratifications exchanged at Madrid, within the space of two months from this date, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have thereunto affixed the seal of their arms.

Done at Madrid, this twenty-third day of September, in the year of our Lord one thousand eight hundred and seventeen.

(Signed)

HENRY WELLESLEY. (L.S.)

(Signed)

JOSE PIZARRO. (L.S.)

*Form of Passport for Spanish Vessels destined for the
lawful Traffic in Slaves.*

FERDINAND, by the Grace of God, King of Castille, of Leon, of Arragon, of the two Sicilies, of Jerusalem, of Navarre, of Granada, of Toledo, of Valencia, of Gallicia, of Majorca, of Minorca, of Seville, of Sardinia, of Cordova, of Corsica, of Murcia, of Jaen, of the Algarves, of Algeciras, of Gibraltar, of the Canary Islands, of the East and West Indies, Isles, and Terra Firma of the Ocean ; Archduke of Austria ; Duke of Burgundy, of Brabant, and of Milan ; Count of Apsburgh, Flanders, Tirol, and Barcelona : Lord of Biscay and of Molina, &c.

Whereas I have granted permission for the vessel called
of tons, and carrying
men and passengers;
master and owner,
both Spaniards and subjects of my Crown, to proceed bound
to the ports of and
coast of Africa, from whence she is to return to ;
the said master and owner have previously taken the re-
quired oath before the Tribunal of Marine of the proper
naval division from whence the said vessel sails, and legally
proved that no foreigner has any share in the above vessel
and cargo, as appears by the certificate annexed to this
passport; which certificate is given by the same tribunal,
in consequence of the steps taken in pursuance of the direc-
tions contained in the Ordinance of Matriculation of 1802.

The said captain, and owner of the said vessel being under an obligation to enter solely such ports on the coast of Africa as are to the south of the Line; and to return from thence to any of the ports of my dominions, where alone they shall be permitted to land the Slaves whom they carry, after going through the proper forms, to shew that they have, in every respect, complied with the provisions of my Royal Decree of 1817, by which the mode of

conveying Slaves from the coast of Africa to my colonial dominions is regulated ; and should they fail in any of these conditions, they shall be liable to the penalties denounced by the said decree against those who shall carry on the Slave Trade in an illicit manner.

I therefore command all general and other officers commanding my squadrons and ships ; the captain-generals of the departments of marine, the military commandants of the provinces of the same, their subalterns, captains of the ports, and all other officers and persons belonging to the navy ; the vice-roys, captain-generals or commandants of kingdoms and provinces ; the governors, mayors, and justices of the towns upon the sea-coast of my dominions of Indies ; the royal officers or judges of entries therein established ; and all others of my subjects to whom it belongs, or may belong, not to give her any obstruction, nor to occasion her any inconvenience or detention, but rather to aid her and to furnish her with whatever she may want for her regular navigation ; and of the vassals and subjects of kings, princes, and republics in friendship and alliance with me ; of the commanders, governors, or chiefs of their provinces, fortresses, squadrons, and vessels, I require that they likewise shall not impede her in her free navigation, entry, departure, or detention in the ports to which, by any accident, she may be carried ; but permit her to provide and supply herself therein with whatever she may be in need of, for which purpose I have commanded this passport to be made out, which, being signed for its validity by my Secretary of State for the Dispatch of Marine, shall serve for the time that a voyage, going and returning, may last ; after the conclusion of which, it shall be returned to the commandant of marine, governor or other person by whom it may have been issued ; adding, for its proper use, the corresponding note.

Given at Madrid, on

I, THE KING.

(Here the signature of the Secretary of State and
of the Dispatch of Marine.)

Note. This passport, No. _____ authorizes any number of Slaves, not exceeding _____ being in the proportion of five Slaves for every two tons (as permitted by the royal decree of _____ 1817) excepting always such Slaves employed as sailors or domestics, and children born on board during the voyage; and the same is issued by me the undersigned _____ on the day of this date, made out in favour of _____ who has previously conformed with all the formalities required by the royal decree of _____ 1817, and is bound to return it immediately upon his return from the voyage.

Given at _____ on the _____ of _____ of the year _____

(Here the signature of the principal Marine Authority of the naval division, station, province, or port from whence the vessel clears out.)

(Signed)

HENRY WELLESLEY. (L.S.)

(Signed)

JOSE PIZARRO. (L.S.)

Instructions for the British and Spanish Ships of War employed to prevent the illicit Traffic in Slaves.

ARTICLE I.---Every British or Spanish ship of war shall, in conformity with Article IX. of the Treaty of this date, have a right to visit the merchant-ships of either of the two Powers actually engaged, or suspected to be engaged in the Slave Trade: and should any Slaves be found on board, according to the tenor of the Xth Article of the aforesaid Treaty;—and as to what regards the Spanish vessels, should there be ground to suspect that the said Slaves have been embarked on a part of the coast of Africa where the traffic is no longer permitted, conformably to the Articles I. and II. of the Treaty of this date; in these cases alone, the commander of the said ship of war may detain them; and having detained them, he is to bring them, as soon as possible, for judgment, before that of the two mixed commissions appointed by the XIIth Article of the Treaty of

this date, which shall be the nearest, or which the commander of the capturing ship shall, upon his own responsibility, think he can soonest reach from the spot where the Slave-ship shall have been detained.

Ships on board of which no Slaves shall be found, intended for purposes of traffic, shall not be detained on any account or pretence whatever.

Negro servants or sailors that may be found on board the said vessels, cannot, in any case, be deemed a sufficient cause for detention.

ART. II.—No Spanish merchantman or Slave-ship shall, on any pretence whatever, be detained, which shall be found any where near the land or on the high seas, south of the Equator, during the period for which the traffic is to remain lawful, according to the stipulations subsisting between the high Contracting Parties, unless after a chase that shall have commenced north of the Equator.

ART. III.—Spanish vessels, furnished with a regular passport, having Slaves on board, shipped at those parts of the coast of Africa where the trade is permitted to Spanish subjects, and which shall afterwards be found north of the Equator, shall not be detained by the ships of war of the two nations, though furnished with the present Instructions, provided the same can account for their course, either in conformity with the practice of the Spanish navigation, by steering some degrees to the northward in search of fair winds, or for other legitimate causes, such as the dangers of the sea, duly proved; provided always, that, with regard to all Slave-ships detained to the north of the Equator, after the expiration of the term allowed, the proof of the legality of the voyage is to be furnished by the vessel so detained. On the other hand, with respect to Slave-ships detained to the south of the Equator, in conformity with the stipulations of the preceding Article, the proof of the illegality of the voyage is to be exhibited by the captor.

It is in like manner stipulated, that the number of Slaves found on board a Slave-ship by the cruisers, even should the number not agree with that contained in their passport,

shall not be sufficient reason to justify the detention of the ship ; but the captain and the proprietor shall be denounced in the Spanish tribunals, in order to their being punished according to the laws of the country.

ART. IV.—Every Spanish vessel intended to be employed in the legal traffic in Slaves, in conformity with the principles laid down in the Treaty of this date, shall be commanded by a native Spaniard, and two-thirds, at least, of the crew shall likewise be Spaniards ; provided always, that its Spanish or foreign construction shall, in no wise, affect its nationality, and that the Negro sailors shall always be reckoned as Spaniards, provided they belong, as Slaves, to subjects of the Crown of Spain, or that they have been enfranchised in the dominions of his Catholic Majesty.

ART. V.—Whenever a ship of war shall meet a merchantman liable to be searched, it shall be done in the most mild manner, and with every attention which is due between allied and friendly nations ; and in no case shall the search be made by an officer holding a rank inferior to that of lieutenant in the navy of Great Britain, or of ensign of a ship of the line in the Spanish navy.

ART. VI.—The ships of war which may detain any Slave-ship, in pursuance of the principles laid down in the present instructions, shall leave on board all the cargo of Negroes untouched, as well as the captain, and a part at least of the crew of the above-mentioned Slave-ship ; the captain shall draw up in writing an authentic declaration, which shall exhibit the state in which he found the detained ship, and the changes which may have taken place in it ; he shall deliver to the captain of the Slave-ship a signed certificate of the papers seized on board the said vessel, as well as of the number of Slaves found on board at the moment of detention.

The Negroes shall not be disembarked till after the vessels which contain them shall be arrived at the place where the legality of the capture is to be tried by one of the two mixed commissions, in order that, in the event of their not being adjudged legal prize, the loss of the proprietors may be more easily repaired. If, however, urgent motives,

deduced from the length of the voyage, the state of health of the Negroes, or other causes, required that they should be disembarked entirely, or in part, before the vessel could arrive at the place of residence of one of the said commissions, the commander of the capturing ship may take on himself the responsibility of such disembarkation, provided that the necessity be stated in a certificate in proper form.

ART. VII.—No conveyance of Slaves from one port in the Spanish possessions to another shall take place, except in ships provided with passports from the Government on the spot, *ad hoc*.

Done at Madrid the twenty-third day of September, in the year of our Lord one thousand eight hundred and seventeen.

(L. S.) HENRY WELLESLEY. (L. S.) JOSE PIZARRO.

Regulations for the Mixed Commissions, which are to reside on the Coast of Africa, and in a Colonial Possession of his Catholic Majesty.

ARTICLE I.—The mixed commissions to be established by the Treaty of this date, upon the coast of Africa and in a colonial possession of his Catholic Majesty, are appointed to decide upon the legality of the detention of such Slave-vessels as the cruisers of both nations shall detain, in pursuance of this same Treaty, for carrying on an illicit commerce in Slaves.

The above-mentioned commissions shall judge, without appeal, according to the letter and spirit of the Treaty of this date.

The commissions shall give sentence as summarily as possible, and they are required to decide (as far as they shall find it practicable), within the space of twenty days, to be dated from that on which every detained vessel shall have been brought into the port where they shall reside; first, upon the legality of the capture; second, in the case in which the captured vessel shall have been liberated, as to the indemnification which she is to receive.

And it is hereby provided, that, in all cases, the final sentence shall not be delayed, on account of the absence of witnesses, or for want of other proofs, beyond the period of two months ; except upon the application of any of the parties interested, when, upon their giving satisfactory security to charge themselves with the expense and risks of the delay, the commissioners may, at their discretion, grant an additional delay, not exceeding four months.

ART. II.—Each of the above-mentioned mixed commissions which are to reside on the coast of Africa, and in a colonial possession of his Catholic Majesty, shall be composed in the following manner :

The two high Contracting Parties shall each of them name a commissary judge, and a commissioner of arbitration, who shall be authorized to hear and to decide, without appeal, all cases of capture of Slave-vessels which, in pursuance of the stipulations of the Treaty of this date, may be laid before them. All the essential parts of the proceedings carried on before these mixed commissions, shall be written down in the legal language of the country in which the commission may reside.

The commissary judges and the commissioners of arbitration, shall make oath, in presence of the principal magistrate of the place in which the commission may reside, to judge fairly and faithfully, to have no preference either for the claimants or the captors, and to act, in all their decisions, in pursuance of the stipulations of the Treaty of this date.

There shall be attached to each commission a secretary or registrar, appointed by the Sovereign of the country in which the commission may reside, who shall register all its acts, and who, previous to his taking charge of his post, shall make oath, in presence of at least one of the commissary judges, to conduct himself with respect for their authority, and to act with fidelity in all the affairs which may belong to his charge.

ART. III.—The form of the process shall be as follows :

The commissary judges of the two nations shall, in the first place, proceed to the examination of the papers of the

vessel, and to receive the depositions on oath of the captain and of two or three, at least, of the principal individuals on board of the detained vessel, as well as the declaration on oath of the captor, should it appear necessary, in order to be able to judge and to pronounce if the said vessel has been justly detained or not, according to the stipulations of the Treaty of this date, and in order that, according to this judgment, it may be condemned or liberated. And in the event of the two commissary judges not agreeing on the sentence they ought to pronounce, whether as to the legality of the detention, or the indemnification to be allowed, or on any other question which might result from the stipulations of the Treaty of this date,---they shall draw by lot the name of one of the two commissioners of arbitration, who, after having considered the documents of the process, shall consult with the above-mentioned commissary judges on the case in question, and the final sentence shall be pronounced conformably to the opinion of the majority of the above-mentioned commissary judges, and of the above-mentioned commissioner of arbitration.

ART. IV.---As often as the cargo of Slaves found on board of a Spanish Slave-ship, shall have been embarked on any point whatever of the coast of Africa where the Slave Trade continues to be lawful, such Slave-ship shall not be detained on pretext that the above-mentioned Slaves have been brought originally by land from any other part whatever of the continent.

ART. V.—In the authenticated declaration which the captor shall make before the commission, as well as in the certificate of the papers seized, which shall be delivered to the captain of the captured vessel at the time of the detention, the above-mentioned captor shall be bound to declare his name, the name of his vessel, as well as the latitude and longitude of the place where the detention shall have taken place, and the number of Slaves found living on board of the Slave-ship at the time of the detention.

ART. VI.—As soon as sentence shall have been passed, the detained vessel, if liberated, and what remains of the

cargo, shall be restored to the proprietors, who may, before the same commission, claim a valuation of the damages, which they may have a right to demand; the captor himself, and in his default, his Government, shall remain responsible for the above-mentioned damages.

The two high Contracting Parties bind themselves to defray, within the term of a year from the date of the sentence, the indemnifications which may be granted by the above-named commission, it being understood that these indemnifications shall be at the expense of the power of which the captor shall be a subject.

ART. VII.—In case of the condemnation of a vessel for an unlawful voyage, she shall be declared lawful prize, as well as her cargo, of whatever description it may be, with the exception of the Slaves who may be on board as objects of commerce: and the said vessel, as well as her cargo, shall be sold by public sale for the profit of the two governments: and as to the Slaves, they shall receive from the mixed commission a certificate of emancipation, and shall be delivered over to the Government on whose territory the commission, which shall have so judged them, shall be established, to be employed as servants or free labourers. Each of the two Governments binds itself to guarantee the liberty of such portion of these individuals as shall be respectively consigned to it.

ART. VIII.—Every claim for compensation of losses occasioned to ships suspected of carrying on an illicit trade in Slaves, not condemned as lawful prize by the mixed commissions, shall be also heard and judged by the above-named commissions, in the form provided by the Third Article of the present Regulation. And in all cases wherein restitution shall be so decreed, the commission shall award to the claimant or claimants, or his or their lawful attorney or attorneys, for his or their use, a just and complete indemnification, for all costs of suit, and for all losses and damages which the claimant or claimants may have actually sustained by such capture and detention; that is to say, in case of total loss, the claimant or claimants shall be indemnified, first for the

ship, her tackle, apparel, and stores; secondly, for all freight due and payable; thirdly, for the value of the cargo of merchandise, if any; fourthly, for the Slaves on board at the time of detention, according to the computed value of such Slaves at the place of destination, deducting therefrom the usual fair average mortality for the unexpired period of the regular voyage; deducting also for all charges and expenses payable upon the sale of such cargoes, including commission of sale; and fifthly, for all other regular charges in such cases of total loss: And in all other cases not of total loss, the claimant or claimants shall be indemnified; first, for all special damages and expenses occasioned to the ship by the detention, and for loss of freight when due or payable; secondly, a demurrage, when due, according to the schedule annexed to the present Article; thirdly, a daily allowance for the subsistence of Slaves, of one shilling or four reals and half de Vn. for each person, without distinction of sex or age, for so many days as it shall appear to the commission that the voyage has been or may be delayed by reason of such detention; as likewise, fourthly, for any deterioration of cargo or Slaves; fifthly, for any diminution in the value of the cargo of Slaves, proceeding from an increased mortality beyond the average amount of the voyage, or from sickness occasioned by detention; this value to be ascertained by their computed price at the place of destination, as in the above case of total loss; sixthly, an allowance of five per cent. on the amount of the capital employed in the purchase and maintenance of cargo, for the period of delay occasioned by the detention; and seventhly, for all premium of insurance on additional risks.

The claimant or claimants shall likewise be entitled to interest, at the rate of five per cent. per annum on the sum awarded, until paid by the Government to which the capturing ship belongs: the whole amount of such indemnifications being calculated in the money of the country to which the captured ship belongs, and to be liquidated at the exchange current at the time of award, excepting the sum for the subsistence of Slaves, which shall be paid at par, as above stipulated,

The two high Contracting Parties wishing to avoid, as much as possible, every species of fraud in the execution of the Treaty of this date, have agreed, that if it should be proved, in a manner evident to the conviction of the commissary judges of the two nations, and without having recourse to the decision of a commissioner of arbitration, that the captor has been led into error by a voluntary and reprehensible fault on the part of the captain of the detained ship; in that case only, the detained ship shall not have the right of receiving, during the days of her detention, the demurrage stipulated by the present Article.

Schedule of Demurrage, or Daily Allowance for a Vessel of

100 tons to 120 inclusive	L.5	} per diem.
121 ditto 150 ditto	.....	6
151 ditto 170 ditto	.....	8
171 ditto 200 ditto	.....	10
201 ditto 220 ditto	.....	11
221 ditto 250 ditto	.....	12
251 ditto 270 ditto	.....	14
271 ditto 300 ditto	15	

and so on in proportion.

ART. IX.—When the proprietor of a ship, suspected of carrying on an illicit trade in Slaves, released in consequence of a sentence of one of the mixed commissions (or in the case, as above-mentioned, of total loss), shall claim indemnification for the loss of Slaves which he may have suffered, he shall in no case be entitled to claim for more than the number of Slaves which his vessel, by the Spanish laws, was authorised to carry, which number shall always be stated in his passport.

ART. X.—Neither the judges, nor the arbitrators, nor the secretary of the mixed commissions, shall be permitted to demand or receive, from any of the parties concerned in the sentences which they shall pronounce, any emolument, under any pretext whatsoever, for the performance of the duties which are imposed upon them by the present regulation.

ART. XI.---When the parties interested shall imagine they have cause to complain of any evident injustice on the part of the mixed commissions, they may represent it to their respective Governments, who reserve to themselves the right of mutual correspondence for the purpose of removing, when they think fit, the individuals who may compose these commissions.

ART. XII.---In case of a vessel being improperly detained, under pretence of the stipulations of the Treaty of this date, and the captor not being enabled to justify himself, either by the tenor of the said Treaty, or of the instructions annexed to it, the Government to which the detained vessel may belong, shall be entitled to demand reparation ; and, in such case, the Government to which the captor may belong, binds itself to cause inquiry to be made into the subject of the complaint, and to inflict upon the captor, if he be found to have deserved it, a punishment proportioned to the transgression which may have been committed.

ART. XIII.---The two high Contracting Parties have agreed, that in the event of the death of one or more of the commissary judges, or the commissioners of arbitration, composing the above-mentioned mixed commissions, their posts shall be supplied, *ad interim*, in the following manner :

On the part of the British Government, the vacancies shall be filled successively, in the commission which shall sit within the possession of his Britannic Majesty, by the governor or lieutenant-governor resident in that colony, by the principal magistrate of the same, and by the secretary ; and in that which shall sit within the possession of his Catholic Majesty, it is agreed, that, in case of the death of the British judge or arbitrator there, the remaining individuals of the said commission shall proceed equally to the judgment of such Slave-ships as may be brought before them, and to the execution of their sentence. In this case alone, however, the parties interested shall have the right of appealing from the sentence, if they think fit, to the commission resident upon the coast of Africa ; and the Government to which the captor shall belong, shall be bound fully

to make good the compensation which shall be due to them, in case the appeal be decided in favour of the claimants; but the vessel and cargo shall remain, during such appeal, in the place of residence of the first commission before which they shall have been carried.

On the part of Spain, the vacancies shall be supplied, in the possession of his Catholic Majesty, by such persons of trust as the principal authority of the country shall appoint; and upon the coast of Africa, in case of the death of any Spanish judge or arbitrator, the commission shall proceed to judgment in the same manner as above specified for the commission resident in the possession of his Catholic Majesty, in the event of the death of the British judge or arbitrator; an appeal being, in this case likewise, allowed to the commission resident in the possession of his Catholic Majesty; and, in general, all the provisions of the former case being to be applied to the present.

The high Contracting Parties have agreed to supply, as soon as possible, the vacancies that may arise in the above-mentioned commissions, from death or any other cause; and in case that the vacancy of any of the Spanish commissioners in the British possessions, or of the British commissioners in the Spanish possessions, be not supplied at the end of the term of seven months for America, and of twelve for Africa, the vessels, which shall be brought to the said possessions respectively, shall cease to have the right of appeal above stipulated.

Done at Madrid, the twenty-third day of September, in the year of our Lord one thousand eight hundred and seventeen.

(L. S.)

HENRY WELLESLEY.

(L. S.)

JOSE PIZARRO.

C.

Treaty between his Britannic Majesty and his Majesty the King of the Netherlands, for preventing their Subjects from engaging in any Traffic in Slaves. Signed at the Hague, May 4th 1818.

In the Name of the Most Holy Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the Netherlands, animated with a mutual desire to adopt the most effectual measures for putting a stop to the carrying on of the Slave Trade by their respective subjects, and for preventing their respective flags from being made use of as a protection to this nefarious traffic, by the people of other countries who may engage therein; their said Majesties have accordingly resolved to proceed to the arrangement of a Convention for the attainment of their objects, and have therefore named as plenipotentiaries, *ad hoc*,

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Richard Earl of Clancarty, Viscount Dunlo, Baron Kilcounnel, Baron Trench of Garbally, in the United Kingdom of Great Britain and Ireland, one of his Majesty's most honourable Privy Council in Great Britain and also in Ireland, Member of the Committee of the first for the affairs of Commerce and Colonies, Colonel of the regiment of Militia of the county of Galway, Knight Grand Cross of the most honourable Order of the Bath, Ambassador Extraordinary and Plenipotentiary of his said Majesty to his Majesty the King of the Netherlands, Grand Duke of Luxemburg; and his Majesty the King of the Netherlands, Anne, William Charles Baron de Nagel d'Ampsen, Member of the Body of Nobles of the Province of Guelderland, Knight Grand Cross of the Order of the

Belgic Lion and of that of Charles the Third, Chamberlain and Minister of State, holding the department of Foreign Affairs; and Cornelius Felix van Maanen, Commander of the Order of the Belgic Lion, and Minister of State, holding the department of Justice; who, having exchanged their full powers, found in good and due form, have agreed on the following Articles:

ARTICLE I.—The laws of the United Kingdom of Great Britain and Ireland rendering it already highly penal for the subjects of his Britannic Majesty to carry on, or to be in any way engaged in trade in Slaves, his Majesty the King of the Netherlands, referring to the 8th Article of the Convention entered into with his Britannic Majesty on the 13th August 1814, engages, in pursuance thereof, and within eight months from the ratification of these presents, or sooner if possible, to prohibit all his subjects, in the most effectual manner, and especially by penal law the most formal, to take any part whatever in the trade of Slaves; and in the event of the measures already taken by the British Government, and to be taken by that of the Netherlands, being found ineffectual or insufficient, the high Contracting Parties mutually engage to adopt such further measures, whether by legal provision or otherwise, as may from time to time appear to be best calculated, in the most effectual manner, to prevent all their respective subjects from taking any share whatever in this nefarious traffic.

ART. II.—The two high Contracting Parties, for the more complete attainment of the object of preventing all traffic in Slaves, on the part of their respective subjects, mutually consent that the ships of their royal navies, which shall be provided with special instructions for this purpose, as hereinafter mentioned, may visit such merchant-vessels of the two nations, as may be suspected, upon reasonable grounds, of having Slaves on board for an illicit traffic; and in the event only of their finding such Slaves on board, may detain and bring away such vessels, in order that they may be brought to trial before the tribunals established for this purpose, as shall hereinafter be specified.

ART. III.—In the intention of explaining the mode of execution of the preceding Article, it is agreed ;

1st. That such reciprocal right of visit and detention shall not be exercised within the Mediterranean sea, or within the seas in Europe lying without the Straits of Gibraltar, and which lie to the northward of the thirty-seventh parallel of north latitude, and also within, and to the eastward of the meridian of longitude twenty degrees west of Greenwich.

2d. That the names of the several vessels furnished with such instructions, the force of each, and the names of their several commanders, shall be, from time to time, immediately upon their issue, communicated by the Power issuing the same to the other high Contracting Party.

3d. That the number of ships of each of the royal navies authorised to make such visit as aforesaid, shall not exceed the number of twelve, belonging to either of the high Contracting Parties, without the special consent of the other high Contracting Party being first had and obtained.

4th. That if at any time it should be deemed expedient that any ship of the royal navy of either of the two high Contracting Parties authorised to make such visit as aforesaid, should proceed to visit any merchant-ship or ships under the flag, and proceeding under the convoy of any vessel or vessels of the royal navy of the other high Contracting Party, that the commanding officer of the ship duly authorised and instructed to make such visit, shall proceed to effect the same in communication with the commanding officer of the convoy, who, it is hereby agreed, shall give every facility to such visit, and to the eventual detainer of the merchant-ship or ships so visited, and in all things assist to the utmost of his power in the due execution of the present Convention, according to the true intent and meaning thereof.

5th. It is further mutually agreed, that the commanders of the ships of the two royal navies, who shall be employed on this service, shall adhere strictly to the exact tenor of the instructions which they shall receive for this purpose.

ART. IV.—As the two preceding Articles are entirely re-

ciprocal, the two high Contracting Parties engage mutually to make good any losses which their respective subjects may incur unjustly, by the arbitrary and illegal detention of their vessels ; it being understood that this indemnity shall invariably be borne by the Government whose cruizer shall have been guilty of the arbitrary detention ; and that the visit and detention of ships specified in this Article shall only be effected by those British or Netherland vessels which may form part of the two royal navies, and by those only of such vessels which are provided with the special instructions annexed to the present Treaty, in pursuance of the provisions thereof.

ART. V.—No British or Netherland cruizer shall detain any ship whatever not having Slaves actually on board ; and in order to render lawful the detention of any ship, whether British or Netherland, the Slaves found on board such vessel must have been brought there for the express purpose of the traffic.

ART. VI.—All ships of the royal navies of the two nations, which shall hereafter be destined to prevent the traffic in Slaves, shall be furnished by their respective Governments with a copy of the instructions annexed to the present Treaty, and which shall be considered as an integral part thereof.

These instructions shall be written in the Dutch and English languages, and signed for the vessels of each of the two Powers, by the minister of their respective marine.

The two high Contracting Parties reserve the faculty of altering the said instructions, in whole or in part, according to circumstances ; it being, however, well understood, that the said alterations cannot take place but by the common agreement and by the consent of the two high Contracting Parties.

ART. VII.—In order to bring to adjudication, with the least delay and inconvenience, the vessels which may be detained for having been engaged in a traffic of Slaves, according to the tenor of the fifth Article of this Treaty, there shall be established, within the space of a year at furthest

from the exchange of the ratifications of the present Treaty, two mixed courts of justice, formed of an equal number of individuals of the two nations, named for this purpose by their respective Sovereigns.

These courts shall reside—one in a possession belonging to his Britannic Majesty, the other within the territories of his Majesty the King of the Netherlands; and the two Governments, at the period of the exchange of the ratifications of the present Treaty, shall declare, each for its own dominions, in what places the courts shall respectively reside. Each of the two high Contracting Parties reserving to itself the right of changing, at its pleasure, the place of residence of the court held within its own dominions; provided, however, that one of the two courts shall always be held upon the coast of Africa, and the other in one of the colonial possessions of his Majesty the King of the Netherlands.

These courts shall judge the causes submitted to them according to the terms of the present Treaty, without appeal, and according to the regulations and instructions annexed to the present Treaty, of which they shall be considered as an integral part.

ART. VIII.—In case the commanding officer of any of the ships of the royal navies of Great Britain, and of the Netherlands, commissioned under the second Article of this Treaty, shall deviate in any respect from the dispositions of the said Treaty, and shall not be enabled to justify himself, either by the tenor of the said Treaty, or of the instructions annexed to it; the Government which shall conceive itself to be wronged by such conduct, shall be entitled to demand reparation; and in such case the Government to which the captor may belong, binds itself to cause inquiry to be made into the subject of the complaint, and to inflict upon the captor, if he be found to have deserved it, a punishment proportioned to the transgression which may have been committed.

ART. IX.—The acts or instruments annexed to this Treaty, and which form an integral part thereof, are as follows :

A. Instructions for the ships of the royal navies of both nations, destined to prevent the traffic in Slaves.

B. Regulation for the mixed courts of justice, which are to hold their sittings on the coast of Africa, and in one of the colonial possessions of his Majesty the King of the Netherlands.

ART. X.—The present Treaty, consisting of ten Articles, shall be ratified, and the ratifications exchanged within the space of one month from this date ; or sooner, if possible.

In witness whereof the respective plenipotentiaries have signed the same, and thereunto affixed the seal of their arms.

Done at the Hague, this fourth day of May, in the year of our Lord one thousand eight hundred and eighteen.

(Signed)

CLANCARTY. (L. S.)

A. W. C. DE NAGELL. (L. S.)

VAN MAANEN. (L. S.)

ANNEXES.

Instructions for the Ships of the British and Netherland Royal Navies, employed to prevent the Traffic in Slaves.

ARTICLE I.—Every ship of the royal British or Netherland navy, which, furnished with these instructions, shall, in conformity with the second Article of the Treaty of this date, have a right to visit the merchant-ships of either of the two Powers actually engaged, or suspected to be engaged in the Slave Trade, may, except in the seas exempted by the third Article of the said Treaty, proceed to such visit ; and should any Slaves be found on board, brought there for the express purposes of the traffic, the commander of the said ship of the royal navy may detain them, and having detained them, he is to bring them as soon as possible for judgment, before that of the two mixed courts of justice, appointed by the seventh Article of the Treaty of this date, which shall be the nearest, or which the commander of the capturing ship shall, upon his own responsibility, think he can soonest reach from the spot where the ship shall have been detained.

Ships, on board of which no Slaves shall be found, intended for purposes of traffic, shall not be detained on any account or pretence whatever.

Negro servants or sailors that may be found on board the said vessels cannot in any case be deemed a sufficient cause for detention.

ART. II.—Whenever a ship of the royal navy, so commissioned, shall meet a merchantman liable to be searched, it shall be done in the mildest manner, and with every attention which is due between allied and friendly nations; and in no case shall the search be made by an officer holding a rank inferior to that of lieutenant in the navies of Great Britain and of the Netherlands.

ART. III.—The ships of the royal navies so commissioned, which may detain any merchant-ship, in pursuance of the tenor of the present instructions, shall leave on board all the cargo, as well as the master, and a part at least of the crew of the above-mentioned ship: the captor shall draw up in writing an authentic declaration, which shall exhibit the state in which he found the detained ship, and the changes which may have taken place in it. He shall deliver to the master of the detained ship, a signed certificate of the papers seized on board the said vessel, as well as of the number of Slaves found on board at the moment of detention.

The Negroes shall not be disembarked till after the vessels which contain them shall be arrived at the place where the legality of the capture is to be tried by one of the two mixed courts, in order that in the event of their not being adjudged legal prize, the loss of the proprietors may be more easily repaired. If, however, urgent motives, deduced from the length of the voyage, the state of health of the Negroes, or other causes, required that they should be disembarked entirely or in part, before the vessel could arrive at the place of residence of one of the said courts, the commander of the capturing ship may take on himself the responsibility of such disembarkation, provided that the necessity be stated in a certificate in proper form.

Regulations for the Mixed Courts of Justice, which are to reside on the Coast of Africa, and in a Colonial Possession of his Majesty the King of the Netherlands.

ARTICLE I.—The mixed courts of justice, to be established by the Treaty of this date, upon the coast of Africa, and in a colonial possession of his Majesty the King of the Netherlands, are appointed to decide upon the legality of the detention of such vessels as the cruizers of both nations shall detain in pursuance of this same Treaty.

The above-mentioned courts shall judge definitively and without appeal, according to the present Treaty.

The proceeding shall take place as summarily as possible: the courts are required to decide (as far as they shall find it practicable), within the space of twenty days, to be dated from that on which every detained vessel shall have been brought into the port where they shall reside;—First, upon the legality of the capture; Secondly, in the cases in which the captured vessel shall have been liberated, as to the indemnification which the said vessel is to receive.

And it is hereby provided, that in all cases the final sentence shall not be delayed on account of the absence of witnesses, or for want of other proofs, beyond the period of two months, except upon the application of any of the parties interested, when, upon their giving satisfactory security to charge themselves with the expense and risks of the delay, the courts may at their discretion grant an additional delay not exceeding four months.

ART. II.—Each of the above-mentioned mixed courts, which are to reside on the coast of Africa, and in a colonial possession of his Majesty the King of the Netherlands, shall be composed in the following manner:

The two high Contracting Parties shall each of them name a judge and an arbitrator, who shall be authorised to hear and to decide without appeal all cases of capture of vessels which, in pursuance of the stipulations of the Treaty of this date, shall be brought before them. All the essential parts of the proceedings carried on before these mixed courts shall

be written down in the legal language of the country in which the court may reside.

The judges and the arbitrators shall make oath before the principal magistrate of the place in which the courts may reside, to judge fairly and faithfully, to have no preference either for the claimants or the captors, and to act in all their decisions, in pursuance of the stipulations of the Treaty of this date.

There shall be attached to each court a secretary or registrar, appointed by the sovereign of the country in which the court may reside, who shall register all its acts, and who, previous to his taking charge of his post, shall make oath before the court to conduct himself with respect for their authority, and to act with fidelity in all the affairs which may belong to his charge.

ART. III.—The form of the process shall be as follows :

The judges of the two nations shall, in the first place, proceed to the examination of the papers of the vessels, and to receive the depositions of the captain and of two or three at least of the principal individuals on board of the detained vessel, as well as the declaration on oath of the captor, should it appear necessary, in order to be able to judge and to pronounce whether the said vessel has been justly detained or not, according to the stipulations of the present Treaty, and in order that according to this judgment it may be condemned or liberated. And in the event of the two judges not agreeing in the sentence they ought to pronounce, whether as to the legality of the detention, or the indemnification to be allowed, or any other question which might result from the stipulations of the present Treaty, they shall draw by lot the name of one of the two arbitrators, who, after having considered the documents of the process, shall consult with the above-mentioned judges on the case in question, and the final sentence shall be pronounced conformably to the opinion of the majority of the above-mentioned judges, and of the above-mentioned arbitrator.

ART. IV.—In the authenticated declaration, which the captor shall make before the court, as well as in the certifi-

cate of the papers seized, which shall be delivered to the captain of the captured vessel, at the time of the detention the above-mentioned captor shall be bound to declare his name, the name of his vessel, as well as the latitude and longitude of the place where the detention shall have taken place, and the number of Slaves found on board of the ship at the time of the detention.

ART. V.—As soon as sentence shall have been pronounced, the detained vessel, if liberated, and the cargo, in the state in which it shall then be found, shall be restored to the master, or the person who represents him, who may, before the same court, claim a valuation of the damages, which they may have a right to demand : the captor himself, and, in his default, his Government, shall remain responsible for the above-mentioned damages.

The two high Contracting Parties bind themselves to pay, within the term of a year from the date of the sentence, the costs and damages which may be granted by the above-named court, it being understood that these costs and damages shall be at the expense of the Power of which the captor shall be a subject.

ART. VI.—In case of the condemnation of a vessel, she shall be declared lawful prize, as well as her cargo, of whatever description it may be, with the exception of the Slaves who may be on board as objects of commerce; and the said vessel, as well as her cargo, shall be sold by public sale, for the profit of the two Governments; and as to the Slaves, they shall receive from the mixed court a certificate of emancipation, and shall be delivered over to the Government on whose territory the court which shall have so judged them shall be established, to be employed as servants or free labourers.

Each of the two Governments binds itself to guarantee the liberty of such portion of these individuals as shall be respectively consigned to it.

ART. VII.—The mixed courts shall also take cognizance and decide according to the third Article of this regulation, on all claims for compensation, on account of losses occasioned to vessels detained under suspicion of having been

engaged in the Slave Trade, but which shall not have been condemned as legal prize by the said courts ; and in all cases wherein restitution shall be decreed, the court shall award to the claimant or claimants, his or their lawful attorney or attorneys, for his or their use, a just and complete indemnification for all costs of suit, and for all losses and damages which the claimant or claimants may have actually sustained by such capture and detention ; that is to say, first, in case of total loss, the claimant or claimants shall be indemnified :

A. For the ship, her tackle, apparel and stores.

B. For all freights due and payable.

C. For the value of the cargo of merchandize, if any; deducting for all charges and expenses payable upon the sale of such cargoes, including commission of sale.

D. For all other regular charges, in such cases of total loss ; and,

Secondly, in all other cases not of total loss, the claimant or claimants shall be indemnified :

A. For all special damages and expenses occasioned to the ship by the detention, and for loss of freight, when due or payable.

B. A demurrage when due, according to the schedule annexed to the present Article.

C. For any deterioration of cargo.

D. An allowance of five per cent. on the amount of the capital employed in the purchase of cargo, for the period of delay occasioned by the detention ; and

E. For all premium of insurance on additional risks.

The claimant or claimants shall in all cases be entitled to interest, at the rate of five per cent. per annum on the sum awarded, until paid by the Government to which the capturing ship belongs; the whole amount of such indemnifications being calculated in the money of the country to which the captured ship belongs, and to be liquidated at the exchange current at the time of the award.

The two high Contracting Parties, wishing however to avoid, as much as possible, every species of fraud in the execution of the Treaty of this date, have agreed, that if it should

be proved, in a manner evident to the conviction of the judges of the two nations, and without having recourse to the decision of an arbitrator, that the captor has been led into error by a voluntary and reprehensible fault on the part of the captain of the detained ship; in that case only, the detained ship shall not have the right of receiving, during the days of her detention, the demurrage stipulated by the present Article.

Schedule of Demurrage, or Daily Allowance for a Vessel of

100 tons to 120 inclusive	L.5	} per diem.
121 ditto 150 ditto	... ..	6
151 ditto 170 ditto	.....	8
171 ditto 200 ditto	.....	10
201 ditto 220 ditto	.....	11
221 ditto 250 ditto	.....	12
251 ditto 270 ditto	.....	14
271 ditto 300 ditto	.....	15

and so on in proportion.

ART. VIII.—Neither the judges nor the arbitrators, nor the secretary of the mixed court, shall be permitted to demand, or receive from any of the parties concerned in the sentences which they shall pronounce, any emolument, under any pretext whatsoever, for the performance of the duties which are imposed upon them by the present regulation.

ART. IX.—The two high Contracting Parties have agreed, that in the event of the death or legal impeachment of one or more of the judges or arbitrators composing the above-mentioned mixed courts, their posts shall be supplied, *ad interim*, in the following manner:

On the part of the British Government, the vacancies shall be filled successively in the court, which shall sit within the possessions of his Britannic Majesty, by the governor or lieutenant-governor resident in that colony, by the principal magistrate of the same, and by the secretary; and in that which shall sit within the possessions of his Majesty the King of the Netherlands, it is agreed that, in case of the

death of the British judge or arbitrator there, the surviving individuals of the said court shall proceed equally to the judgment of such ships as may be brought before them, and to the execution of their sentence.

On the part of the Netherlands, the vacancies shall be supplied, in the possessions of his Majesty the King of the Netherlands, successively by the governor or lieutenant-governor, the principal magistrate and secretary of Government; and upon the coast of Africa, in case of the death of any Netherland judge or arbitrator, the surviving members of the court shall proceed to judgment in the same manner as above specified for the court resident, in the possession of his Majesty the King of the Netherlands, in the event of the death of the British judge or arbitrator.

The high Contracting Parties have further agreed, that the governor or lieutenant-governor of the settlement, wherein either of the mixed courts shall sit, in the event of a vacancy arising, either of the judge or arbitrator of the other high Contracting Party, shall forthwith give notice of the same to the governor or lieutenant-governor of the nearest settlement of such high Contracting Party, in order that the loss may be supplied at the earliest possible period; and each of the high Contracting Parties agree to supply definitively, as soon as possible, the vacancies that may arise in the above-mentioned courts, from death or any other cause whatever.

D.

*Extract of a Letter, dated Sierra Leone, 18th
March 1817.*

BEING so well aware of your earnest desire to root out the Slave Trade on the windward coast of Africa, I feel it a duty to communicate some circumstances relative to its recommencement, which came to my knowledge during my late mission to Senegal and Goree, and which appear to me to be important, inasmuch as they prove that the traffic which the Government of his Britannic Majesty is so anxious to abolish, will be carried on to a very considerable extent, from the settlements lately ceded to France; unless, by being brought to the notice of his Majesty's Ministers, measures are taken to prevent the inhabitants of those islands from carrying on a trade which was so effectually abolished during the time the British had possession of them.

During my stay at Senegal, I heard it very publicly spoken of, that a brig, commanded by a Monsieur ———, was waiting there to receive a cargo of Slaves, to be furnished to an inhabitant by a Frazar Prince (Omar), who only remained until we quitted the colony to conclude the bargain with Monsieur ———. This, the Moor made no scruple of openly avowing.

But the point, of the trade being carried on to a considerable extent at Goree, came more particularly within my own knowledge, as I was an eye-witness to some of the transactions.

I happened to be on the main land on the 25th of February, when I saw a schooner, under Spanish colours, anchor in the roads of Goree. She pretended to have touched there for wood and water. Her wants were supplied. She weighed the next night, stood round the

north point of the island: after dark bore up again, and anchored below Rufisk, just out of sight of Goree. On the night of the 27th of February, a small schooner came from Goree with several of the inhabitants; took in a number of very young boys and girls at Battail (near Bao), and proceeded immediately to the Spanish schooner; and such expedition was used, that the vessel, with one hundred and fifty Slaves, was dispatched on the 3d of March.—A second schooner, also under Spanish colours, was observed to be there at the same time, by the master of a vessel coming from the Gambia, and no doubt had a similar object in view.

To particularize the manner of the native inhabitants so engaged, would be superfluous. In fact, I am clearly of opinion that every one has either a greater or lesser share. Nothing can be more conclusive upon this point, than almost every Mulatto man living at Goree being on the main land during the time the vessels were below Rufisk; and the few who remained only blamed the others for proceeding too openly in an affair, which, if conducted with caution, would soon enrich the whole: indeed, so anxious were they to commence, that a vessel, with twenty Slaves, was dispatched from the coast a short time before the French flag was hoisted; and the persons engaged in sending them off only escaped being brought to justice by remaining on the main land, where they could not be arrested; yet these men returned to Goree, two days after our troops had withdrawn.

A Spanish brig, from Teneriffe, commanded by a ———, (who, I understand, had been twice captured in Slave-vessels), had been in Goree for a considerable time: he had a small cargo of wine, which he was so anxious to dispose of, that he offered me the whole at 20*l.* sterling per pipe! and this good sound Teneriffe wine. The fact is, he came merely on a voyage of discovery, as it may be termed, to ascertain the possibility of obtaining Slaves; but when he found his ultimate object might be fulfilled at once, he would have made any sacrifice to have procured cash or merchandize which could have been exchanged for them, as

the dealers could not land their wine at Goree, and it would have been useless among the Joliffes.

I need not for a moment call to your notice the sensation and extraordinary activity this success in a traffic, where the profits are so enormous, will call forth, not only in 'Teneriffe,' where many Slave-vessels are fitted out, but particularly in the ports of the Havannah, the present grand emporium of this illicit and hateful traffic: neither need I allude, in the most remote manner, to the injury, nay, I might almost say, the total annihilation of the good effects which have been produced in the countries adjacent to Senegal and Goree, by the Slave Trade abolition. These points will immediately obtrude themselves most forcibly upon your imagination, who, during your residence in the colonies lately ceded to France, had so much at heart, and so successfully exerted yourself to forward, in that part of Africa, the grand and generous views of the British Government, in civilizing and ameliorating the condition of the inhabitants of this vast continent; and I am sure you will enter into the feelings with which I observed the Black population of Goree diminished, at least one-third, within the short period of my late absence.

I would beg to impress upon your mind, that these transactions did not take place, as it were, in secret, but was the public topic of conversation in both the settlements: and, after the proclamation of the French governor, prohibiting the Trade, I cannot but express infinite surprise at the boldness and impunity with which it has been carried on.

*Extract of a Letter from Sierra Leone, dated 28th
June 1817.*

The coast is crowded with Slave-ships, and no trade can be done where they are. We could get in to leeward, but dare not go there, as we are certain of being plundered by them. I saw in one of the *New Times*, that a Carthaginian pirate

had been plundering our vessels: this, no doubt, was put in to hide the truth. It was a Havannah Slave-ship; and all the Spaniards that came here, swore to do the same whenever it lies in their power.

Extract of a Letter from Sierra Leone, dated 21st July 1817.

The Slave Trade is raging dreadfully on the coast, and there are no means of checking it. There has been no man-of-war on the coast since March. Goree is become quite an emporium. The vessels make their bargain from Teneriffe, run over and lie at the Cape de Verde islands till the Slaves are ready, and then they are off in an instant.

Extract of a Letter addressed to one of the Directors of the African Institution, dated Port Louis, Senegal, 8th November 1817.

- I presume my partner has done himself the honour of waiting on you ere this, and given you every information in his power respecting this part of the coast, which, I lament to state, has been thrown into the most deplorable condition by the renewal of the Slave Trade, since the cession of the settlement to France. To give you an idea of the extent to which this traffic has been carried on, I need only mention that four French vessels have been loaded here, their cargoes averaging, by the best information I can obtain, about 160 Slaves each; and there are two schooners now in the river waiting for their cargoes, which they have contracted for. As a simple statement of this kind may not be satisfactory, I subjoin a list of the vessels, and the ports to which they belong. The consequence of this renewed traffic, after the quietude which the country has enjoyed for several years past, may be easily supposed; personal liberty is again at an end, the Natives are armed against one another, and the great demand for Slaves has renewed wars in the interior,

and even in the vicinity of this place, in order to obtain them; and I regret to say, there is too good reason to presume that the Slave-traders in the settlement provide them with arms and ammunition for this purpose; besides which the Moorish Tribes, who occupy the northern banks of the river, have been actively employed in ravaging the Black villages; and it is to be attributed to the great number of Natives captured by them, that so many vessels have obtained their cargoes with such dispatch; for I am well informed, that so great a number were never exported from this settlement in so short a time in any former period.

It must no doubt surprise you, as it does me and the few English who remain in this settlement, that after the solemn manner the French Government engaged to abolish the Trade, it should be carried on here so openly, without any interruption from the authorities. The miseries of the poor victims are increased by the shallow precaution which is used of not embarking them in the river (where the vessels remain several weeks, publicly fitting out and taking on board water and provisions); but they are sent in canoes over a most dangerous surf, by which I understand several have lost their lives before reaching the vessel.

List of Vessels loaded with Slaves at Senegal, betwixt the 25th January, when the Settlement was delivered to France, and the 8th November 1817.

Schooner ...	La Reine et Caroline ...	of Nantz.
Brig	Elisée, or Eliza	of Bourdeaux.
Schooner ...	Astrée	of Nantz.
Schooner ...	Sylph	of Nantz.

Vessels remaining in the River Senegal for Slaves, 8th November 1817.

Schooner ...	Elisée	of Bourdeaux.
Schooner ...	Zephyr ...	of Martinique.

Extract of a Letter from a Gentleman in Paris, addressed to one of the Directors of the African Institution, dated February 12th 1818.

About a fortnight ago a vessel arrived in Havre, with a passenger on board, who told me, that when he left Senegal in December last, there were two vessels nearly ready to sail from thence with full cargoes of Slaves. The schooner that I saw sail from Senegal on July 27th, with 106 Slaves, landed those who survived the voyage on the island of Martinique, and afterwards entered the port of St. Pier's in ballast. She has lately arrived in France, and is now fitting out for another voyage.

Extract of a Letter from a Gentleman at Senegal, to one of the Directors of the African Institution, dated March 19, 1818.

When I last wrote to you, I was not without hope that, ere this, measures would have been taken by the French Government to arrest the progress of the Slave Trade in this neighbourhood; as it was difficult to suppose for a moment that the authorities here were ignorant of the extent to which the Trade was carried on in the settlement. My expectations, however, have been disappointed; it has increased, —is hourly increasing; and, at present, there is not the least appearance even of secrecy, nor the least fear of interruption; for the Slaves are now put on board in the river, and the vessels pass the bar in sight of every officer in the garrison. Indeed, two of the last vessels which left this place with Slaves, passed outwards at a time when three French vessels of war (a ship, a brig, and a schooner) were at anchor outside the bar; and, although the slavers sailed within hail, no examination or notice was taken of them. The distress in the neighbouring villages I stated to you in

my last, and the news of this renewed traffic is spreading rapidly over the country. Damel, one of the most powerful kings in this part of Africa, lately came to the vicinity of the settlement, and held several conferences with the Slave-traders, as if to ascertain the accuracy of the information he had obtained; and immediately commenced burning and pillaging a number of his own villages, under circumstances of the most shocking atrocity: and of his own subjects, whole families were dragged to the banks of the river, where they were sold, and thus separated from their friends, homes, and country, for ever. His booty on this occasion furnished the cargoes of the two vessels mentioned above, which passed the bar on the 11th of February.

From the Moors they still continue to obtain a great number of captives; and, among them, this renewal of the traffic has given rise to disputes and wars, unprecedented of late years; and it is reported here, that large caravans of Slaves have been collected in the interior, and are now on their way towards this place, where they are daily expected.

The French Government having lately recalled the commandant, who, as I noticed in my former letter, could not have been ignorant of what was passing, I cherished the hope that it was the first step of that Government to put a stop to the Trade, and to fulfil the Treaty they had made: but I regret to be obliged to say, that his successor appears still more inclined to overlook the mischief which is going on in his command; for, as I have mentioned before, the Slaves are now put on board in the river, and even, in one case, were embarked while the vessel lay off the town.

The two vessels which remained in the river when I last wrote to you, obtained their cargoes, and sailed shortly afterwards; and one of them has since returned, and is now in the river preparing for a second cargo, to purchase which she has brought here a large quantity of rum and tobacco.

**List of Vessels loaded with Slaves at Senegal, betwixt the
9th of November 1817, and the 19th of March 1818.**

Schooner ... Zephyr of Martinique.
 Schooner ... Elisée, or Eliza... of Bourdeaux.
 Schooner ... Eliza of Senegal.
 Brig Elisée, or Eliza... of Bourdeaux, 2d voyage.
 Galliot Maria of Marseillès.

**Vessels remaining in the River Senegal for Slaves, 19th of
March 1818.**

Schooner ... Sylph of Nantz, 2d voyage.
 Schooner ... Elisée, or Eliza... of Bourdeaux, 2d voyage.
 Schooner ... Reine et Caroline . of Nantz, 2d voyage.
 Schooner ... Zephyr of Nantz.
 Brig Postilion.....

N.B. The above vessels are exclusively for Senegal : from
 Gorce several Slave-vessels have also been dispatched,
 and I understand the Trade is carried on there to a great
 extent ; but I regret that I am not possessed of sufficient
 information to communicate to you the particulars.

*Extract of a Letter from Sierra Leone, dated 6th
 March 1818, addressed to the Secretary.*

It is with pain that I have to state that the infamous traffic
 in blood is carried on with renewed vigour in the Rio Pongas,
 Rio Nunez, at Bassao, and at *Goree* and *Senegal*. These two
 settlements, so lately ceded by us to France, have returned
 with more violence than ever to speculations declared by
 their Sovereign as a *disgrace* to human nature. Instances
 of cruelty, unknown in former times, have lately occurred :
 domestic Slaves, who, during our occupation of these islands,
 were treated with the utmost kindness and humanity, have
 been publicly sold ; children, born in the court-yards of
 the inhabitants, have been torn from their parents ; and even

nurses, who carried the children of their masters, and who, agreeably to long custom among the *Signoras*, were rewarded with emancipation, have been sold. Nay, in Goree, in January last, the cargo of a vessel called the *Louise*, Merrin master, bound to Martinique, and expected to return immediately, took a cargo of two hundred and fifty-three Slaves off the North Battery. Those unfortunate victims of avarice were sold chiefly by their very brethren, Blacks and Mulattoes, and *branded* with red-hot irons previous to being embarked. Two Englishmen at Goree, on their passage to Europe, saw the horrid deed. The gentleman who administered at Senegal and Goree proclaimed the Ordinance of his Sovereign against the Slave Trade, on taking possession of those settlements in January 1817; but the traffic has been daily increasing. Vessels have entered in the river Senegal ready for such speculations; taken wood, water, provisions; fitted their platform for that object along side of the King's wharf: they have actually taken Slaves within three or four miles of St. Louis, along the sea-shore, within sight of the whole of the inhabitants. Two vessels sailed in January, one the property of a resident of Senegal, which is bound to Martinique:—in short, the traffic is known to every person, and the prices paid in goods or cash.

The Moors are at *war*. Damel destroys his country, and, for the purpose of selling for rum and tobacco the last of his people, he has established his residence at Gangiol, nine miles down the river. What are the natives to think of the promises so repeatedly made by us, of the Slave Trade being abolished?

E.

Extract from the Moniteur of the 13th of March, 1818.

M. LE PRESIDENT.---M. le Ministre de la Marine a la parole pour faire à la Chambre une communication au nom de sa Majesté.

M. le Ministre de la Marine monte à la tribune.

M. LE COMTE MOLE.---Messieurs, les hommes éclairés de toutes les nations n'ont cessé de réclamer, pendant le dernier siècle, l'abolition du trafic barbare connu sous le nom de Traité des Noirs. Leur voix a retenti long-tems sans être écoutée : en vain la religion et la philosophie unissaient-elles leurs plaintes et leurs efforts : il nous était réservé de voir une résolution si magnanime germer à la fois dans l'esprit de tous les peuples, dans le cœur de tous les rois. Il nous était réservé de voir s'accomplir ce vœu de Montesquieu, qu'il a consigné dans son livre immortel, et qu'il avait cru peut-être former inutilement. " Pourquoi," s'écrit-il, " pourquoi les princes d'Europe, qui font entre eux tant de conventions inutiles, n'en font-ils pas une générale en faveur de la miséricorde et de la pitié?" Le Congrès de Vienne, Messieurs, a répondu à l'appel de ce beau génie. L'histoire et l'humanité reconnaissante, garderont à jamais le souvenir de cette fameuse déclaration du 8 Février 1815, où tous les souverains de l'Europe, d'un saint et libre accord, plaident en quelque sorte la cause de la morale et de la justice, avec autant de chaleur et de force que les sages de tous les tems en mirent jamais à la défendre; —monument bien remarquable, un des plus remarquables de cette époque, si féconde d'ailleurs en grandes leçons et en prodigieux événemens, mais auquel l'agitation des intérêts et l'inquiétude des esprits n'ont pas permis peut-être aux contemporains d'accorder toute l'attention qu'il mérite.

Une réforme si salutaire, mais contraire à tant d'habitudes et d'intérêts, ne pouvait-être l'effet de la volonté d'aucun gouvernement, ni de son influence. Elle ne pouvait s'opérer que par un consentement universel, par cette force supérieure à toutes les forces, cet empire à la longue inévitable de la morale et de la vérité. Un seul homme par sa puissance, et le prestige de ses exploits, avait arrêté le tems dans sa marche et l'espèce humaine dans son perfectionnement. Mais après lui, la nature des choses reprit son cours, et la nation Française, rendue à elle-même par ses princes légitimes, se replaça au premier rang dans ce progrès général de tous les peuples vers les lumières et la civilisation. Ce fut pour elle une noble consolation au milieu de tant de souffrances, que de s'associer à ce grand acte de morale et de justice proclamé par le Congrès. En voyant son souverain, à peine remonté sur le trône de ses pères, s'empresser de rendre cet hommage aux droits de l'humanité, elle pût se rappeler que de siècle en siècle les princes de cette même famille, ne sûrent pas seulement la conduire à la victoire, mais encore à la pratique de tous les sentimens élevés et de toutes les vertus généreuses.

Par un Article Additionnel au Traité du 20 Novem. 1815, les hautes Parties Contractantes, ayant déjà, chacune dans ses états, défendu sans restriction à leurs colonies et sujets toute part quelconque au trafic des Noirs, s'engageaient à concerter sans perte de tems entr'elles, les mesures les plus efficaces pour obtenir l'abolition entière et définitive d'un commerce aussi odieux.

Les ordres les plus formels ne tardèrent pas en conséquence à parvenir dans nos colonies et dans nos ports. Mais malgré leur rigueur, malgré la fermeté des autorités chargés de les exécuter, la nécessité de quelques dispositions pénales se fit bientôt sentir.

Le 8 Janvier 1817, le Roi rendit une ordonnance portant confiscation de tout bâtiment qui tenterait d'introduire des Nègres de traite dans nos colonies, et l'interdiction du capitaine, s'il était Français.

Cette ordonnance n'était, comme on le voit, applicable

qu'aux colonies ; pour s'exécuter en France les dispositions qu'elle renferme n'auraient pû se passer de l'autorité de la loi. Ainsi nos armateurs pouvaient et peuvent encore contrevenir aux ordres du Roi et au Traité qu'il a ratifié sans qu'aucun tribunal puisse les atteindre. Leur impunité est assurée s'ils ne sont pas surpris introduisant des Nègres dans nos colonies. C'est cette lacune de notre législation, Messieurs, que nous venons vous demander de remplir. Le projet de loi que nous avons l'honneur de vous présenter, ne fait qu'étendre les peines portées par l'ordonnance du 8 Janvier 1817, aux armateurs et navires Français qui prendraient une part quelconque à la Traité des Noirs, et aux navires étrangers qui se livreraient à ce trafic dans les pays soumis à la domination Française.

Depuis la Déclaration du Congrès de Vienne, tous les souverains, à l'envi, ont voulu achever leur ouvrage. Tous les gouvernemens ont pris les mesures que la prudence pouvait permettre pour atteindre le plus promptement possible le bût commun de leurs efforts. Je dis, Messieurs, les mesures que la prudence pouvait permettre, car ils n'ont point oublié la protection qu'ils devaient à leurs colonies ; le gouvernement du Roi n'oubliera pas non plus ces intérêts sacrés et si précieux pour la métropole. Plus il portera de zèle et d'exactitude dans l'exécution des traités, plus il est décidé à ne rien négliger pour l'abolition d'un trafic justement proscrit, et plus il protégera avec énergie dans ses colonies, les personnes, les propriétés de quelque nature qu'elles puissent être, et les droits acquis quels qu'ils soient.

Le projet de loi que nous avons l'honneur de vous soumettre doit donc être considéré comme une suite nécessaire de l'Article Additionnel au Traité du 20 Novembre 1815, puisque sans lui cet article ne pourrait recevoir son entière exécution. Il est une preuve nouvelle de la fidélité que mettra toujours la France à remplir ses engagements ; et jamais elle n'en remplira aucun dont l'objet soit plus conforme aux sentimens de son souverain et aux lumières de ses habitans.

Projet de Loi.

Louis, par la grace de Dieu, Roi de France et de Navarre,—à tous ceux qui ces présentes varront, salut. Nous avons ordonné et ordonnons que le projet de loi dont la teneur suit sera présenté en notre nom à la Chambre des Députés, par notre Ministre Secrétaire d'Etat de la Marine et des Colonies, et par M.M. le Comte Siméon et le Baron Mounier, Conseillers d'Etat, que nous chargeons d'en exposer les motifs et d'en soutenir la discussion.

Art. I.—Toute peut quelconque, qui serait prise par des sujets et des navires Française en quelque lieu, sous quelque condition et prétexte que ce soit, et par des individus et des navires étrangers dans les pays soumis à la domination Française, au trafic connu sous le nom de la Traite des Noirs, sera puni par la confiscation du navire et de la cargaison, et par l'interdiction du capitaine s'il est Français.

Art. II.—Ces affaires seront instruites devant les tribunaux qui connaissent des contraventions en matières de douanes et jugées eux.

Donné à Paris, en notre château des Tuilleries, le 12^e jour de Mars, l'an de Grâce 1818, et de notre régue le 23^e.

(Signé) Par le Roi. LOUIS.

Le Ministre Secrétaire d'Etat de la Marine
et des Colonies.

(Signé) COMTE MOLE.

Extract from the Moniteur, 26th March 1818.

M. LE BARON DUFOUGERAIS.—Messieurs, la commission que vous avez chargée de l'examen de la loi qui vous a été soumise, relativement à la Traite des Noirs, m'a confié l'honorable soin de vous présenter le résultat de son travail.

M. le Ministre de la Marine vous a exposé, “ que l'aboli-

tion de la Traite etait un vœu depuis long-tems manifesté par les hommes éclairés de toutes les nations, un vœu formé par la religion et la philosophie, une résolution, enfin, qui avait germé dans l'esprit de tous les peuples, dans le cœur de tous les rois."

En effet, Messieurs, une ère nouvelle semble s'ouvrir pour les sentimens généreux.

L'industrie Européenne avait fait, dans les siècles modernes, des irruptions heureuses pour les arts, fécondes en richesses mais dont l'humanité avait à gémir.

Un commerce que la nécessité, l'ardeur des climats, et la disette de bras pouvaient seules autoriser, avait introduit l'habitude de transporter des hommes de la brûlante Afrique dans des contrées lointaines qu'ils devaient peupler et fertiliser. Des siècles entières avaient imprimé en quelque sorte à la Traite des Noirs le sceau de la possession, celui même de l'imprescriptibilité.

La morale, cette base première de la religion, cette inspiration sublime, impérissable, universelle, entendue partout, dans tous les tems, par la dépravation elle-même, qu'aucun prestige d'intérêt ne peut faire taire; la morale protestait hautement contre ce moyen d'acquérir: mais sa voix, si long-tems comprimée, semblait, relativement à l'abolition de la Traite des Noirs, devoir être toujours repoussée du conseil des rois....

"Le Providence en a autrement décidé."

Les souverains qui avaient conservé à la fois le sentiment de leur dignité et de leur force, abjurant toute rivalité, ont fait solennellement aussi abjuration simultanée de toute tolérance de la Traite des Noirs. Cet entraînement vers un bût aussi respectable n'a pas laissé au tems, seulement, qui l'aurait infailliblement amène, l'honneur d'accomplir cette généreuse résolution.

S'il est vrai qu'un cri général se soit élevé, ait retenti dans l'Europe entière contre la traite, s'il est vrai qu'elle ait été considérée comme une spéculation barbare, proscrite par la religion, la morale, et l'humanité; qu'il soit au moins permis de vous présenter une pensée consolante: c'est que les Noirs,

introduits dans nos colonies, y'recevaient de la part des planteurs, des soins véritablement paternels; qu'il était pourvu avec humanité à tous leurs besoins; que nombre de colons, usant des droits de la propriété en généreux patrons, recherchant tous les moyens industriels * qui pouvaient rendre les travaux moins pénibles, favorisant les mariages, encourageant la population, s'efforçaient de se rendre tout à fait indépendans des importations de l'Afrique; qu'enfin, le vœu de tous les colons, le but commun de tous leurs efforts étaient et sont encore d'obtenir les remplacements de la seule reproduction. Le tems, je le répété, Messieurs, aurait amené sans violence, sans froissement d'intérêts, ces heureux résultats. Mais la France, où germent et se développent si vite les sentimens généreux; la France, toujours la première sous les bannières de l'honneur et de l'humanité, devait elle calculer les nouveaux sacrifices qu'elle s'imposait? Devait-elle s'isoler des autres nations? Pouvait-elle refuser, éluder?

Non, Messieurs: notre auguste monarque s'est uni franchement, avec cette loyauté Française, cette loyauté des Bourbons, aux gouvernemens qui ont aboli le commerce des Noirs.

La France Chrétienne, rendue à ses princes légitimes, ne devait pas être la dernière à s'enchaîner par le serment commun; le sien date du 30 Mars 1814; elle l'a répété au Congrès de Vienne, le 8 Février 1815, et au dernier Traité de Paris, le 20 Novembre suivant.

Organe de la piété nationale pour la foi jurée, S. M. le 8 Janvier 1817, a déjà soumis administrativement nos colonies à l'obligation de la respecter; mais dans l'ordre consti-

* L'usage d'une charrue particulière pour la culture de la canne à sucre; l'emploi de l'aréomètre, pour fixer le degré de cuisson de vezoul (jus de la canne) dans les chaudières, étaient au nombre des heureuses innovations introduites dans les colonies à l'époque de la Revolution. La charrue économisait les bras des cultivateurs et l'aréomètre suppléait aux fonctions des Nègres chargés de juger à l'œil le degré de cuisson par celui de la viscosité du rop.

tutionnel, l'ordonnance de S. M. restreinte, d'ailleurs, à une exécution locale, serait insuffisante d'après les mesures plus étendues prises par les puissances alliées.

Parmi celles qui sont le mieux en situation de surveiller au loin toutes les entreprises, la convention est, que l'interdiction de la Traite des Noirs s'étende à tous les lieux et à tous les actes directs ou indirects; les defenses les plus sévères et des peines plus graves que celles que vous avez à prononcer, sont intimées à leurs sujets respectifs; des garanties mutuelles de fidélité sont données.

Le nôtre ne pouvaient émaner que du concours du pouvoir constitutionnel; les peines répressives des contraventions ne pouvaient être appliquées qu'autant qu'elles seraient établies par l'autorité législative.

Telle est, Messieurs, l'objet de la proposition de loi qui vous à été faite dans votre séance du 12 de ce mois.

Votre commission en à examiné le projet avec d'autant plus de soin, qu'il tient à de plus hautes considerations de politique, d'exécution des traités, de reciprocité, d'harmonie universelle, et qu'il s'agissait d'exprimer franchement un vœu que tant de nations amies partagent et proclament.

Nous n'avons pu ni dû mettre en doute que chacune se montrera scrupuleuse à le maintenir.

Adoptant ainsi le principe de toute prohibition de la traite, nous n'avons plus eu qu'à vérifier si le projet de loi dans ses dispositions de detail, atteignait le but sans blesser aucune de nos libertés, sans contrarier aucune de nos institutions.

Au premier abord, on aurait pu s'étonner de voir stipuler au nombre des peines celle d'une confiscation qui enveloppé non-seulement les navires employés à la traite, mais encore la cargaison.

L'Article 66 de la Charte, qui abolit la peine de la confiscation des biens, n'y était-il pas un obstacle? Il a suffi pour se rassurer sur ce point de considérer que la confiscation n'était manifestement prononcée que pour les matières criminelles, et pour prévenir ces appréhensions dangereuses qui enrichissant le fisc, seraient pour l'innocence une sauvegarde de moins: dans les cas de délits, de contravention, la

confiscation de ce qui constitue les corps de délits, est de nécessité. Il est juste de punir par l'intérêt, les infractions commises par des vus d'intérêt.

Confisquer même la cargaison qui pourrait être innocente, et la confisquer toute entière, rappelait au souvenir de votre commission cette fameuse loi de Nivôse An 6, qui, pour la moindre parcelle de prohibé, faisait déclarer de bonne prise les chargemens les plus légitimes.

Nous avons pensé, Messieurs, que jamais la loi ne recevrait une exécution aussi arbitraire qu'à ces époques de désordre; que destinée à reprimer la traite proprement dite, jamais elle ne servirait de prétexte pour confondre avec elle par exemple, la présence fortuite à bord des navires de quelques Noirs de service dont l'origine serait justifiée. Sous cette limitation naturelle, vous reconnaitrez, Messieurs, qu'il faut intimider des spéculations interdites par la chance d'une perte qui dépasse même de beaucoup les espérances du bénéfice.

Votre commission s'est arrêtée avec gravité sur l'interdiction prononcée contre le capitaines Français conducteurs de navires employés à la traite. Qu'est-ce que cette interdiction? Se réduit-elle comme l'ordonnance du Roi à la simple interdiction de commandement? En ce cas, elle ne serait qu'une simple mesure de police; elle n'entraînerait pas la privation des droits politiques, pour les capitaines contrevenans; son caractère de perpétuité ne la ferait pas dégénérer en une sorte de peine infamante; encore moins les frapperait-elle d'aucune autre incapacité civile..

Votre commission a donc pensé que le projet de loi était susceptible en cette partie d'un léger amendement, qui n'est en dernière analyse que l'explication de l'intention présentée. Il consiste à substituer à ces mots, "Interdiction du capitaine, s'il est Français," ceux-ci: "Et par le retrait au capitaine, s'il est Français, de tout permis de navigation."

L'Article 2 du projet disposé que ces sortes d'affaires seront portées devant les tribunaux qui connaissent des contraventions en matière de douanes. Ces tribunaux sont

maintenant les cours prévôtales ; leur existence se termine avec celle de la présente session.

Ces sortes de contraventions ou délits seront donc jugés comme ceux résultant de la contrebande, par le juges naturels des prévenus ; et cette considération a déterminé la commission à voter l'adoption de la disposition proposée.

Vous voyez, Messieurs, que, sauf une légère modification, votre commission vous propose l'adoption pleine et entière du projet de loi, provoqué par le concours des toutes les volontés souveraines, sanctifié par le plus religieuses garanties de reciprocité, promis enfin à ses alliés par l'inalterable conscience de notre auguste monarque.

F.

Extract from the Proceedings of the American Society for colonizing the Free People of Colour of the United States.

AT an adjourned meeting of the citizens of Washington, George-town, and Alexandria, and many others, held in the hall of the House of Representatives of the United States, on Saturday the 28th day of December 1816, for the purpose of receiving and considering, from the committees appointed to that duty at a previous meeting, a Constitution of the Society for meliorating the condition of the Free People of Colour in the United States, by providing a colonial retreat on this, or the continent of Africa ; and a Memorial to Congress, requesting the sanction and co-operation of the general Government in the object of the institution aforesaid ;—a Constitution was reported by the Committee appointed for that purpose ; and having been discussed and amended, was then unanimously accepted by the Meeting, in the following words :

Article I.—This Society shall be called “The American

Society for colonizing the free People of Colour of the United States."

Article II.—The object to which its attention is to be exclusively directed, is to promote and execute a plan for colonizing (with their consent) the free People of Colour residing in our country, in Africa, or such other place as Congress shall deem most expedient. And the Society shall act, to effect this object, in co-operation with the general Government, and such of the states as may adopt regulations upon the subject.

Article III.—Every citizen of the United States, who shall subscribe these articles, and be an annual contributor of one dollar to the funds of the Society, shall be a member. On paying a sum not less than thirty dollars, at one subscription, shall be a member of life.

Article IV.—The officers of this Society shall be, a president, thirteen vice-presidents, a secretary, a treasurer, a recorder, and a board of managers, composed of the above-named officers, and twelve other members of the Society. They shall be annually elected by the members of the Society, at their annual meeting on New-Year's day (except when that happens to be the Sabbath, and then the next day), and continue to discharge their respective duties till others are appointed.

Article V.—It shall be the duty of the president to preside at all meetings of the Society, and of the board of managers, and to call meetings of the Society, and of the board, when he thinks necessary, or when required by any three members of the board.

Article VI.—The vice-presidents, according to seniority, shall discharge these duties in the absence of the president.

Article VII.—The secretary shall take minutes of the proceedings, prepare and publish notices, and discharge such other duties as the board, or the president, or in his absence the vice-president, according to seniority (when the board is not sitting), shall direct. And the recorder shall record the proceedings and the names of the members, and discharge such other duties as may be required of him.

Article VIII.—The treasurer shall receive and take charge

of the funds of the Society, under such security as may be prescribed by the board of managers; keep the accounts; and exhibit a statement of receipts and expenditures at every annual meeting, and discharge such other duties as may be required of him.

Article IX.---The board of managers shall meet on the first Monday in January, the first Monday in April, the first Monday in July, and the first Monday in October, every year, and at such other times as the president may direct. They shall conduct the business of the Society, and take such measures for effecting its object as they shall think proper, or shall be directed at the meetings of the Society, and make an annual report of their proceedings. They shall also fill up all vacancies occurring during the year, and make such by-laws for their government as they may deem necessary, provided the same are not repugnant to this constitution.

Article X.---Every society which shall be formed in the United States to aid in the object of this Association, and which shall co-operate with its funds for the purposes thereof, agreeably to the rules and regulations of this Society, shall be considered auxiliary thereto; and its officers shall be entitled to attend and vote at all meetings of the Society, and of the board of managers.

The committee appointed for the purpose having reported a draft of a memorial to Congress, discussion arose respecting the same. Whereupon it was, on motion

Resolved, That the committee appointed to prepare and present to Congress a memorial on the object of this Association, be instructed to report the same to the annual meeting of the Society for its consideration.

On motion, it was also

Resolved, That the first election of officers of the Society shall be held on the first Wednesday in January ensuing; of which due notice shall be given by the secretary in the public prints in the district of Columbia; and that meanwhile a book shall be opened for receiving subscriptions to the constitution, at the reading-rooms in Washington,

George-town, and Alexandria; at the office of the National Intelligencer; and with the secretary of this meeting.

And then the meeting adjourned.

H. CLAY, Chairman.

THOS. DOUGHERTY, Secretary.

Wednesday, January 1, 1817.

The American Society for colonizing the free People of Colour of the United States, met this day, agreeably to the directions of the constitution;—the Hon. Henry Clay, Chairman; Thomas Dougherty, Secretary. The Society proceeded to the election of its officers.

The Honourable Bushrod Washington was unanimously elected *President*.

Vice-Presidents.

Hon. William H. Crawford, of Georgia.

Hon. Henry Clay, of Kentucky.

Hon. William Phillips, of Massachusetts.

Col. Henry Rutgers, of New York.

Hon. John E. Howard,

Hon. Samuel Smith, } of Maryland.

Hon. John C. Herbert,

John Taylor, of Caroline, Esq. of Virginia.

Gen. Andrew Jackson, of Tennessee.

Robert Ralston, Esq. }

Richard Rush, Esq. } of Pennsylvania.

Gen. John Mason, of the District of Columbia.

Rev. Robert Finley, of New Jersey.

Managers.

Francis Key,

James H. Blake,

Walter Jones,

John Peter,

John Laird,

Edmund I. Lee,

Rev. Dr. James Laurie,

William Thornton,

Rev. Stephen B. Balch,

Jacob Hoffman,

Rev. Obadiah B. Brown,

Henry Carroll.

Elias B. Caldwell, *Secretary*.

W. G. D. Worthington, *Recording Secretary*.

David English, *Treasurer*.

Resolved, That the President and Board of Managers be, and they are hereby instructed and required to present a Memorial to Congress on the subject of colonizing, with their consent, the free People of Colour of the United States, in Africa, or elsewhere.

Mr. Clay having left the chair, Gen. Mason, one of the Vice-Presidents, presided as President.

Resolved unanimously, That the thanks of this meeting be presented to Mr. Clay, for the ability and attention with which he has presided as Chairman of the meetings in organizing the Society.

On motion of Mr. Herbert, Resolved unanimously, That the Rev. Robert Finley be requested to close the meeting with an address to the Throne of Grace.

Memorial of the President and Board of Managers of the American Society for Colonizing the free People of Colour of the United States.

In the House of Representatives, January 14—Read and ordered to lie on the Table.

To the Senate and House of Representatives of the United States of America, in Congress assembled—

The Memorial of the President and Board of Managers of the “American Society for Colonizing the free People of Colour of the United States,”

Respectfully shows,

That your memorialists are delegated by a numerous and highly respectable association of their fellow-citizens, recently organized at the seat of Government, to solicit Congress to aid, with the power, the patronage, and the resources of the country, the great and beneficial object of their institution; an object deemed worthy of the earnest attention, and of the strenuous and persevering exertions, as well of every patriot, in whatever condition of life, as of every enlightened, philanthropic, and practical statesman.

It is now reduced to be a maxim, equally approved in philosophy and practice, that the existence of distinct and separate casts, or classes, forming exceptions to the general

system of policy adapted to the community, is an inherent vice in the composition of society; pregnant with baneful consequences, both moral and political; and demanding the utmost exertion of human energy and foresight to remedy or remove it. If this maxim be true in the general, it applies with peculiar force to the relative condition of the free People of Colour in the United States; between whom and the rest of the community, a combination of causes, political, physical, and moral, has created distinctions, unavoidable in their origin, and most unfortunate in their consequences. The actual and prospective condition of that class of people; their anomalous and indefinite relations to the political institutions and social ties of the community; their deprivation of most of those independent, political, and social rights, so indispensable to the progressive melioration of our nature; rendered, by systematic exclusion from all the higher rewards of excellence, dead to all the elevating hopes that might prompt a generous ambition to excel;—all these considerations demonstrate, that it equally imports the public good, as the individual and social happiness of the persons more immediately concerned; that it is equally a debt of patriotism and of humanity, to provide some adequate and effectual remedy. The evil has become so apparent, and the necessity for a remedy so palpable, that some of the most considerable of the Slave-holding states have been induced to impose restraints upon the practice of emancipation, by annexing conditions, which have no effect but to transfer the evil from one state to another; or, by inducing other states to adopt countervailing regulations, end in the total abrogation of a right, which benevolent or conscientious proprietors had long enjoyed, under all the sanctions of positive law and of ancient usage. Your memorialists beg leave, with all deference, to suggest, that the fairest and most inviting opportunities are now presented to the general Government, for repairing a great evil in our social and political institutions, and at the same time for elevating from a low and hopeless condition, a numerous and rapidly increasing race of men, who want nothing but a proper

theatre to enter upon the pursuit of happiness and independence, in the ordinary paths which a benign Providence has left open to the human race. Those great ends, it is conceived, may be accomplished, by making adequate provision for planting, in some salubrious and fertile region, a colony, to be composed of such of the above description of persons as may choose to emigrate; and for extending to it the authority and protection of the United States, until it shall have attained sufficient strength and consistency to be left in a state of independence.

Independently of the motives derived from political foresight and civil prudence on the one hand, and from moral justice and philanthropy on the other; there are additional considerations and more expanded views to engage the sympathies and excite the ardour of a liberal and enlightened people. It may be reserved for our government (the first to denounce an inhuman and abominable traffic, in the guilt and disgrace of which, most of the civilized nations of the world were partakers) to become the honourable instrument, under Divine Providence, of conferring a still higher blessing upon the large and interesting portion of mankind, benefitted by that deed of justice; by demonstrating that a race of men, composing numerous tribes, spread over a continent of vast and unexplored extent, fertility, and riches; known to the enlightened nations of antiquity; and who had yet made no progress in the refinements of civilization; for whom history has preserved no monuments of arts or arms; that even this hitherto ill-fated race, may cherish the hope of beholding at last the orient star revealing the best and highest aims and attributes of man. Out of such materials, to rear the glorious edifice of well-ordered and polished society, upon the deep and sure foundations of equal laws and diffusive education, would give a sufficient title to be enrolled among the illustrious benefactors of mankind; whilst it afforded a precious and consolatory evidence of the all-prevailing power of liberty, enlightened by knowledge and corrected by religion. If the experiment, in its more remote conse-

quences, should ultimately tend to the diffusion of similar blessings through those vast regions and unnumbered tribes, yet obscured in primeval darkness; reclaim the rude wanderer from a life of wretchedness, to civilization and humanity; and convert the blind idolater from gross and abject superstitions, to the holy charities, the sublime morality, and humanizing discipline of the Gospel: the nation, or the individual, that shall have taken the most conspicuous lead in achieving the benignant enterprise, will have raised a monument of that true and imperishable glory, founded in the moral approbation and gratitude of the human race; unapproachable to all but the elected instruments of Divine beneficence;—a glory, with which the most splendid achievements of human force or power must sink in the competition, and appear insignificant and vulgar in the comparison. And above all should it be considered, that the nation, or the individual, whose energies have been faithfully given to this august work, will have secured, by this exalted beneficence, the favour of that Being “whose compassion is over all his works,” and whose unspeakable rewards will never fail to bless the humblest effort to do good to his creatures.

Your memorialists do not presume to determine, that the views of Congress will be necessarily directed to the country to which they have just alluded. They hope to be excused for intimating some of the reasons which would bring that portion of the world before us, when engaged in discovering a place the most proper to be selected, leaving it, with perfect confidence, to the better information and better judgment of your honourable body to make the choice.

Your memorialists, without presuming to mark out, in detail, the measures which it may be proper to adopt in furtherance of the object in view, but implicitly relying upon the wisdom of Congress to devise the most effectual measures, will only pray, that the subject may be recommended to their serious consideration, and that, as an humble auxiliary in this great work, the association repre-

sented by your memorialists, may be permitted to aspire to the hope of contributing its labours and resources.

BUSH WASHINGTON, President.

The Memorial, after being read and ordered to be printed, was referred to the Committee on the Slave Trade, Messrs. Pickering, Comstock, Condict, Tucker, Taggart, Ciley, and Hooks. Their Report and Resolution follow :

Report on colonizing the Free People of Colour of the United States.

February 11, 1817. Read, and committed to a Committee of the Whole House on Monday next.

The Committee to whom was referred the Memorial of the president and board of managers of the "American Society for colonizing the free People of Colour of the United States," have had the same under their deliberate consideration. The subject is of such magnitude, and attended with so many difficulties, it is with much diffidence they present their views of it to the House.

Were it simply a question of founding a colony, numerous and well-known precedents show with what facility the work might be accomplished. Every new territory established by our Government, constitutes, indeed, a colony, formed with great ease ; because it is only an extension of homogeneous settlements. But in contemplating the colonization of the free People of Colour, it seemed obviously necessary to take a different course. Their distinct character and relative condition, render an entire separation from our own states and territories indispensable : and this separation must be such as to admit of an indefinite continuance. Hence, it seems manifest that these people cannot be colonized within the limits of the United States. If they were not far distant, the rapidly extending settlements of our White inhabitants would soon reach them ; and the evil now felt would be renewed, probably with aggravated mischief. Were the colony to be remote, it must be planted on lands now owned and occupied by the native tribes of

the country. And could a territory be purchased, the transporting of the colonists thither would be vastly expensive, their subsistence for a time difficult, and a body of troops would be required for their protection: and after all, should these difficulties be overcome, the original evil would at length recur, by the extension of our White population. In the mean time, should the colony so increase as to become a nation, it is not difficult to foresee the quarrels and destructive wars which would ensue; especially if the Slavery of People of Colour should continue, and accompany the Whites in their migrations.

Turning our eyes from our own country, no other adapted to the colony in contemplation presented itself to our view, nearer than Africa, the native land of Negroes; and probably that is the only country on the globe to which it would be practicable to transfer our free People of Colour, with safety and advantage to themselves, and the civilized world. It is the country which, in the order of Providence, seems to have been appropriated to that distinct family of mankind. And while it presents the fittest asylum for the free People of Colour, it opens a wide field for the improvements in civilization, morals, and religion, which the humane and enlightened memorialists have conceived it possible, in process of time, to spread over that great continent.

Should the measure suggested be approved, an important question occurs:—In what way shall its execution be essayed?

A preliminary step would be, to provide for the perfect neutrality of the colony, by the explicit assent and engagement of all the civilized powers, whatever dissensions may at any time arise among themselves.

The next important question is:—Will it be expedient to attempt the establishment of a new colony in Africa, or to make to Great Britain a proposal to receive the emigrants from the United States into her colony of Sierra Leone?

At Sierra Leone, the first difficulties have been surmounted; and a few free People of Colour from the United States have been admitted. A gradual addition from the same source (and such would be the natural progress) would

occasion no embarrassment, either in regard to their sustenance or government. Would the British Government consent to receive such an accession of emigrants, however eventually considerable, from the United States? Would that Government agree, that at the period when that colony shall be capable of self-government and self-protection, it shall be declared independent? In the mean time, will it desire to monopolize the commerce of the colony? This would be injurious to the colonists, as well as to the United States. Should that country, from the nature of its soil, and other circumstances, hold out sufficient allurements, and draw to it, from the United States, the great body of the free People of Colour, these would form its strength, and its ability to render its commerce an object of consideration. Now, as the great and permanent benefit of the colonists was the fundamental principle of the establishment, will the British Government decline a proposition calculated to give to that benefit, the important extension which will arise from a freedom of commerce? To those, at least, at whose expense, and by whose means, the colony shall be essentially extended? Should an agreement with Great Britain be effected, no further negotiation, nor any extraordinary expenditure of money, will be required. The work already commenced will be continued—simply that of carrying to Sierra Leone all who are willing to embark.

It would seem highly desirable to confine the migrations to a single colony. The two distinct and independent colonies, established and protected by two independent powers, would naturally imbibe the spirit and distinctions of their patrons and protectors, and put in jeopardy the peace and prosperity of both. Even the simple fact of separate independence would eventually tend to produce collisions and wars between the two establishments (unless, indeed, they were far removed from each other), and perhaps defeat the further humane and exalted views of those who projected them. The spirit which animated the founders of the colony of Sierra Leone, would be exerted to effect a union of design, and the cordial co-operation of the British

Government with our own ; and, it might be hoped, not without success. It would be in accordance with the spirit of a stipulation in the last Treaty of Peace, by which the two Governments stand pledged to each other, to use their best endeavours to effect the entire abolition of the traffic in Slaves, while the proposed institution would tend to diminish the quantity of Slavery actually existing.

If, however, such enlarged and liberal views should be wanting, then the design of forming a separate colony might be announced, by the American ministers, to the maritime powers ; and their guarantee of the neutrality of the colony obtained.

Your committee do not think it proper to pursue the subject any further at this time ; but that the Government should wait the result of the suggested negotiations ; on which ulterior measures must depend.

In conclusion, your committee beg leave to report a joint resolution, embracing the views herein before exhibited.

Joint Resolution for abolishing the Traffic in Slaves, and the Colonization of the Free People of Colour of the United States.

February 11, 1817. Read, and committed to a Committee of the whole House on Monday next.

Resolved, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President be, and he is hereby authorised to consult and negotiate with all the Governments where ministers of the United States are, or shall be accredited, on the means of effecting an entire and immediate abolition of the traffic in Slaves. And, also, to enter into a convention with the Government of Great Britain, for receiving into the colony of Sierra Leone, such of the free People of Colour of the United States as, with their own consent, shall be carried thither ; stipulating such terms as shall be most beneficial to the colonists, while it promotes the peaceful interests of Great Britain and the United States. And should this proposition not be accepted, then to obtain from Great Britain,

and the other maritime powers, a stipulation, or a formal declaration to the same effect, guaranteeing a permanent neutrality for any colony of free People of Colour, which, at the expense and under the auspices of the United States, shall be established on the African coast.

Resolved, That adequate provision shall hereafter be made to defray any necessary expenses which may be incurred in carrying the preceding resolution into effect.

G.

Copies and Extracts of Laws passed in the United States on the Subject of Slavery and the Slave Trade.

An Act to prohibit the carrying on the Slave Trade from the United States to any foreign Place or Country.—Approved March 22, 1794.—Chapter 11, vol. iii. p. 22.

I. THAT no citizen or citizens of the United States, or foreigner, or any other person, coming into or residing within the same, shall, for himself, or any other person whatsoever, either as master, factor, or owner, build, fit, equip, load or otherwise prepare any ship or vessel, within any port or place of the said United States, nor shall cause any ship or vessel to sail from any port or place within the same, for the purpose of carrying on any trade or traffic in Slaves, to any foreign country; or for the purpose of procuring, from any foreign kingdom, place, or country, the inhabitants of such kingdom, place, or country, to be transported to any foreign country, port, or place whatever, to be sold or disposed of, as Slaves.

And if any ship or vessel shall be so fitted out, as aforesaid, for the said purposes, or shall be caused to sail, so as aforesaid, every such ship or vessel, her tackle, furniture, apparel, and other appurtenances, shall be forfeited to the United States ; and shall be liable to be seized, prosecuted, and condemned, in any of the circuit courts, or district court for the district, where the said ship or vessel may be found and seized.

II. That all and every person so building, fitting out, equipping, loading, or otherwise preparing or sending away, any ship or vessel, knowing or intending that the same shall be employed in such trade or business, contrary to the true intent and meaning of this act, or any ways aiding or abetting therein, shall severally forfeit and pay the sum of 2,000 dollars ; one moiety thereof to the use of the United States, and the other moiety thereof to the use of him or her who shall sue for and prosecute the same.

III. That the owner, master, or factor of each and every foreign ship or vessel, clearing out for any of the coasts or kingdoms of Africa, or suspected to be intended for the Slave Trade, and the suspicion being declared to the officers of the customs, by any citizen, on oath or affirmation, and such information being to the satisfaction of the said officer, shall first give bond, with sufficient sureties, to the treasurer of the United States, that none of the natives of Africa, or any other foreign country or place, shall be taken on board the said ship or vessel, to be transported, or sold as Slaves, in any other foreign port or place whatever, within nine months thereafter.

IV. That if any citizen or citizens of the United States shall, contrary to the true intent and meaning of this act, take on board, receive, or transport, any such persons, as above described in this act, for the purpose of selling them as Slaves as aforesaid, he or they shall forfeit and pay, for each and every person so received on board, transported, or sold as aforesaid, the sum of 200 dollars, to be recovered in any court of the United States proper to try the same ; the one moiety thereof to the use of the United States, and the

other moiety to the use of such person or persons who shall sue for and prosecute the same.

Act of 7th April, 1798.—Vol. iv. p. 92.—Sec. 7.

VII. That from and after the establishment of the aforesaid government, it shall not be lawful for any person or persons to import or bring into the said Mississippi territory, from any port or place without the limits of the United States, or to cause or procure to be so imported or brought, or knowingly to aid or assist in so importing or bringing any Slave or Slaves; and that every person so offending, and being thereof convicted, before any court within the said territory, having competent jurisdiction, shall forfeit and pay for each and every Slave so imported or brought, the sum of three hundred dollars; one moiety for the use of the United States, and the other moiety for the use of any person or persons who shall sue for the same; and that every Slave, so imported or brought, shall thereupon become entitled to, and receive his or her freedom.

An Act in addition to an Act, entitled, “An Act to prohibit the carrying on the Slave Trade from the United States to any foreign Place or Country.”—Approved May 16, 1800.—Chapter 51, vol. v. p. 167.

I. That it shall be unlawful for any citizen of the United States, or other person residing within the United States, directly or indirectly, to hold or have any right or property in any vessel employed or made use of in the transportation or carrying of Slaves from one foreign country or place to another; and any right or property, belonging as aforesaid, shall be forfeited, and may be libelled and condemned for the use of the person who shall sue for the same; and such person transgressing the prohibition aforesaid, shall also forfeit and pay a sum of money equal to double the value of the right or property in such vessel which he held as aforesaid; and shall also forfeit a sum of money equal to double the value of the interest which he may have had in the Slaves which at any time may have been transported or

carried in such vessel, after the passing of this act, and against the form thereof.

II. That it shall be unlawful for any citizen of the United States, or other person residing therein, to serve on board any vessel of the United States employed or made use of in the transportation or carrying of Slaves from one foreign country or place to another; and any such citizen or other person voluntarily serving as aforesaid, shall be liable to be indicted therefor, and on conviction thereof shall be liable to a fine not exceeding two thousand dollars, and be imprisoned not exceeding two years.

III. That if any citizen of the United States shall voluntarily serve on board of any foreign ship or vessel which shall hereafter be employed in the Slave Trade, he shall, on conviction thereof, be liable to, and suffer the like forfeitures, pains, disabilities, and penalties, as he would have incurred, had such ship or vessel been owned or employed, in whole or in part, by any person or persons residing within the United States.

IV. That it shall be lawful for any of the commissioned vessels of the United States, to seize and take any vessel employed in carrying on trade, business, or traffic, contrary to the true intent and meaning of this, or the said act to which this is in addition; and such vessel, together with her tackle, apparel, and guns, and the goods or effects, other than Slaves, which shall be found on board, shall be forfeited, and may be proceeded against in any of the district or circuit courts, and shall be condemned for the use of the officers and crew of the vessel making the seizure, and be divided in the proportion directed in the case of prize: and all persons interested in such vessel, or in the enterprize or voyage in which such vessel shall be employed at the time of such capture, shall be precluded from all right or claim to the Slaves found on board such vessel as aforesaid, and from all damages or retribution on account thereof: and it shall moreover be the duty of the commanders of such commissioned vessels to apprehend and take into custody every person found on board of such vessel so seized and

taken, being of the officers or crew thereof, and him or them convey, as soon as conveniently may be, to the civil authority of the United States, in some one of the districts thereof, to be proceeded against in due course of law.

V. That the district and circuit courts of the United States shall have cognizance of all acts and offences against the prohibitions herein contained.

VI. Provided nevertheless, and be it further enacted, That nothing in this act contained shall be construed to authorize the bringing into either of the United States, any person or persons, the importation of whom is, by the existing laws of such state, prohibited.

VII. That the forfeitures which shall hereafter be incurred under this, or the said act to which this is in addition, not otherwise disposed of, shall accrue and be one moiety thereof to the use of the informer, and the other moiety to the use of the United States, except where the prosecution shall be first instituted on behalf of the United States, in which case the whole shall be to their use.

An Act to prevent the Importation of certain Persons into certain States, where, by the Laws thereof, their admission is prohibited. Approved February 28th, 1803.—Chapter 63, vol. vi. p. 212.

I. That from and after the first day of April next, no master or captain of any ship or vessel, or any other person, shall import or bring, or cause to be imported or brought, any Negro, Mulatto, or other Person of Colour, not being a native, a citizen, or registered seaman of the United States, or seamen natives of countries beyond the Cape of Good Hope, into any port or place of the United States, which port or place shall be situated in any state which by law has prohibited or shall prohibit the admission or importation of such Negro, Mulatto, or other Person of Colour: and if any captain or master aforesaid, or any other person, shall import or bring, or cause to be imported or brought, into any of the ports or places aforesaid, any of the persons whose admission or importation is prohibited, as aforesaid,

he shall forfeit and pay the sum of one thousand dollars for each and every Negro, Mulatto, or other Person of Colour aforesaid, brought or imported as aforesaid, to be sued for and recovered by action of debt, in any court of the United States ; one half thereof to the use of the United States, the other half to any person or persons prosecuting for the penalty : and in any action instituted for the recovery of the penalty aforesaid, the person or persons sued may be held to special bail : Provided always, That nothing contained in this Act shall be construed to prohibit the admission of Indians.

II. That no ship or vessel arriving in any of the said ports or places of the United States, and having on board any Negro, Mulatto, or other Person of Colour, not being a native, a citizen, or registered seaman of the United States, or seamen natives of countries beyond the Cape of Good Hope as aforesaid, shall be admitted to an entry. And if any such Negro, Mulatto, or other Person of Colour, shall be landed from on board any ship or vessel, in any of the ports or places aforesaid, or on the coast of any state prohibiting the admission or importation, as aforesaid, the said ship or vessel, together with her tackle, apparel, and furniture, shall be forfeited to the United States, and one half of the net proceeds of the sales on such forfeiture, shall inure and be paid over to such person or persons on whose information the seizure on such forfeiture shall be made.

III. That it shall be the duty of the collectors and other officers of the customs, and all other officers of the revenue of the United States, in the several ports or places situated as aforesaid, to notice and be governed by the provisions of the laws now existing, of the several states prohibiting the admission or importation of any Negro, Mulatto, or other Person of Colour, as aforesaid. And they are hereby enjoined vigilantly to carry into effect the said laws of said states, conformably to the provisions of this act ; any law of the United States to the contrary notwithstanding.

Act Approved March 26th, 1804.—Chapter 37, vol. vii. p. 117.

X. It shall not be lawful for any person or persons, to import or bring into the said territory (Louisiana), from any port or place without the limits of the United States, or cause or procure to be so imported or brought, or knowingly to aid or assist in so importing or bringing any Slave or Slaves; and every person so offending, and being thereof convicted before any court within said territory, having competent jurisdiction, shall forfeit and pay for each and every Slave so imported or brought, the sum of three hundred dollars; one moiety for the use of the United States, and the other moiety for the use of the person or persons who shall sue for the same; and every Slave so imported or brought, shall thereupon become entitled to, and receive his or her freedom. It shall not be lawful for any person or persons to import or bring into the said territory, from any port or place within the limits of the United States, or to cause or procure to be so imported or brought, or knowingly to aid or assist in so importing or bringing any Slave or Slaves which shall have been imported since the first day of May, one thousand seven hundred and ninety-eight, into any port or place within the limits of the United States, or which may hereafter be so imported, from any port or place without the limits of the United States; and every person so offending, and being thereof convicted before any court within said territory, having competent jurisdiction, shall forfeit and pay for each and every Slave so imported or brought from without the United States, the sum of three hundred dollars; one moiety for the use of the United States, and the other moiety for the use of the person or persons who shall sue for the same; and no Slave or Slaves shall directly or indirectly be introduced into said territory, except by a citizen of the United States, removing into said territory for actual settlement, and being at the time of such removal *bona fide* owner of such Slave or Slaves; and every Slave imported or brought into the said territory, contrary to the provisions of this

act, shall thereupon be entitled to, and receive his or her freedom.

An Act to prohibit the Importation of Slaves into any Port or Place within the Jurisdiction of the United States, from and after the first day of January, in the Year of our Lord one thousand eight hundred and eight.—Approved March 2d, 1807.—Chapter 67, vol. viii. p. 262.

I. Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the first day of January, one thousand eight hundred and eight, it shall not be lawful to import or bring into the United States, or the territories thereof, from any foreign kingdom, place, or country, any Negro, Mulatto, or Person of Colour, with intent to hold, sell, or dispose of such Negro, Mulatto, or Person of Colour, as a Slave, or to be held to service or labour.

II. And be it further enacted, That no citizen or citizens of the United States, or any other person, shall, from and after the first day of January, in the year of our Lord one thousand eight hundred and eight, for himself, or themselves, or any other person whatsoever, either as master, factor, or owner, build, fit, equip, load or otherwise prepare any ship or vessel, in any port or place within the jurisdiction of the United States, nor shall cause any ship or vessel to sail from any port or place within the same, for the purpose of procuring any Negro, Mulatto, or Person of Colour, from any foreign kingdom, place, or country, to be transported to any port or place whatsoever, within the jurisdiction of the United States, to be held, sold, or disposed of as Slaves, or to be held to service or labour: and if any ship or vessel shall be so fitted out for the purpose aforesaid, or shall be caused to sail so as aforesaid, every such ship or vessel, her tackle, apparel, and furniture, shall be forfeited to the United States, and shall be liable to be seized, prosecuted, and condemned, in any of the circuit courts or district courts, for the district where the said ship or vessel may be found or seized.

III. And be it further enacted, That all and every person so building, fitting out, equipping, loading, or otherwise preparing or sending away, any ship or vessel, knowing or intending that the same shall be employed in such trade or business, from and after the first day of January, one thousand eight hundred and eight, contrary to the true intent and meaning of this act, or any ways aiding or abetting therein, shall severally forfeit and pay twenty thousand dollars; one moiety thereof to the use of the United States, and the other moiety to the use of any person or persons who shall sue for and prosecute the same to effect.

IV. And be it further enacted, If any citizen or citizens of the United States, or any person resident within the jurisdiction of the same, shall, from and after the first day of January, one thousand eight hundred and eight, take on board, receive, or transport, from any of the coasts or kingdoms of Africa, or from any other foreign kingdom, place, or country, any Negro, Mulatto, or Person of Colour, in any ship or vessel, for the purpose of selling them in any port or place within the jurisdiction of the United States, as Slaves, or to be held to service or labour, or shall be in any ways aiding or abetting therein, such citizen or citizens, or person, shall severally forfeit and pay five thousand dollars; one moiety thereof to the use of any person or persons who shall sue for and prosecute the same to effect: and every such ship or vessel in which such Negro, Mulatto, or Person of Colour, shall have been taken on board, received, or transported as aforesaid, her tackle, apparel, and furniture, and the goods and effects which shall be found on board the same, shall be forfeited to the United States, and shall be liable to be seized, prosecuted, and condemned, in any of the circuit courts or district courts, in the district where the said ship or vessel may be found or seized. And neither the importer, nor any person or persons claiming from or under him, shall hold any right or title whatsoever to any Negro, Mulatto, or Person of Colour, nor to the service or labour thereof, who may be imported or brought within the United States, or territories thereof, in violation of this law;

but the same shall remain subject to any regulations not contravening the provisions of this act, which the legislatures of the several states or territories at any time hereafter may make, for disposing of any such Negro, Mulatto, or Person of Colour.

V. And be it further enacted, That if any citizen or citizens of the United States, or any other person resident within the jurisdiction of the same, shall, from and after the first day of January, one thousand eight hundred and eight, contrary to the true intent and meaning of this act, take on board any ship or vessel from any of the coasts or kingdoms of Africa, or from any other foreign kingdom, place, or country, any Negro, Mulatto, or Person of Colour, with intent to sell him, her, or them, for a Slave, or Slaves, or to be held to service or labour, and shall transport the same to any port or place within the jurisdiction of the United States, and there sell such Negro, Mulatto, or Person of Colour, so transported as aforesaid, for a Slave, or to be held to service or labour, every such offender shall be deemed guilty of a high misdemeanor; and being thereof convicted before any court having competent jurisdiction, shall suffer imprisonment for not more than ten years, nor less than five years, and be fined not exceeding ten thousand dollars, nor less than one thousand dollars.

VI. And be it further enacted, That if any person or persons whatsoever, shall, from and after the first day of January, one thousand eight hundred and eight, purchase or sell any Negro, Mulatto, or Person of Colour, for a Slave, or to be held to service or labour, who shall have been imported, or brought from any foreign kingdom, place, or country, or from the dominions of any foreign state immediately adjoining to the United States, into any port or place within the jurisdiction of the United States, after the last day of December, one thousand eight hundred and seven, knowing at the time of such purchase or sale, such Negro, Mulatto, or Person of Colour, was so brought within the jurisdiction of the United States, as aforesaid, such purchaser and seller shall severally forfeit and pay for every

Negro, Mulatto, or Person of Colour, so purchased or sold as aforesaid, eight hundred dollars; one moiety thereof to the United States, and the other moiety to the use of any person or persons who shall sue for and prosecute the same to effect: Provided, That the aforesaid forfeiture shall not extend to the seller or purchaser of any Negro, Mulatto, or Person of Colour, who may be sold or disposed of in virtue of any regulation which may hereafter be made by any of the legislatures of the several states in that respect, in pursuance of this act, and the constitution of the United States.

VII. And be it further enacted, That if any ship or vessel shall be found, from and after the first day of January, one thousand eight hundred and eight, in any river, port, bay, or harbour, or on the high seas, within the jurisdictional limits of the United States, or hovering on the coast thereof, having on board any Negro, Mulatto, or Person of Colour, for the purpose of selling them as Slaves, or with intent to land the same in any port or place within the jurisdiction of the United States, contrary to the prohibition of this act, every such ship or vessel, together with her tackle, apparel, and furniture, and the goods or effects which shall be found on board the same, shall be forfeited to the use of the United States; and may be seized, prosecuted, and condemned, in any court of the United States, having jurisdiction thereof. And it shall be lawful for the President of the United States, and he is hereby authorized, should he deem it expedient, to cause any of the armed vessels of the United States to be manned and employed to cruize on any part of the coast of the United States, or territories thereof, where he may judge attempts will be made to violate the provisions of this Act, and to instruct and direct the commanders of armed vessels of the United States, to seize, take, and bring into any port of the United States, all such ships or vessels; and moreover to seize, take, and bring into any port of the United States, all ships or vessels of the United States, wheresoever found on the high seas, contravening the provisions of this Act, to be pro-

ceeded against according to law, and the captain, master, or commander of every such ship or vessel, so found and seized as aforesaid, shall be deemed guilty of a high misdemeanor, and shall be liable to be prosecuted before any court of the United States, having jurisdiction thereof; and being thereof convicted, shall be fined not exceeding ten thousand dollars, and be imprisoned not less than two years, and not exceeding four years. And the proceeds of all ships and vessels, their tackle, apparel, and furniture, and the goods and effects on board of them, which shall be so seized, prosecuted, and condemned, shall be divided equally between the United States, and the officers and men who shall make such seizure, take, or bring the same into port for condemnation, whether such seizure be made by an armed vessel of the United States or revenue cutter thereof; and the same shall be distributed in like manner as is provided by law for the distribution of prizes taken from an enemy: Provided, That the officers and men, to be entitled to one half of the proceeds aforesaid, shall safe keep every Negro, Mulatto, or Person of Colour, found on board of any ship or vessel so by them seized, taken, or brought into port for condemnation, and shall deliver every such Negro, Mulatto, or Person of Colour, to such person or persons as shall be appointed by the respective states to receive the same; and if no such person or persons shall be appointed by the respective states, they shall deliver every such Negro, Mulatto, or Person of Colour, to the overseers of the poor of the port or place where such ship or vessel may be brought or found, and shall immediately transmit to the governor or chief magistrate of the state, an account of their proceedings, together with the number of such Negroes, Mulattoes, or Persons of Colour, and a descriptive list of the same, that he may give directions respecting such Negroes, Mulattoes, or Persons of Colour.

VIII. And be it further enacted, That no captain, master, or commander of any ship or vessel, of less burden than forty tons, shall, from and after the first day of January, one thousand eight hundred and eight, take on board and

transport any Negro, Mulatto, or Person of Colour, to any port or place whatsoever, for the purpose of selling or disposing of the same as a Slave, or with intent that the same may be sold or disposed of to be held to service or labour, on penalty of forfeiting for every such Negro, Mulatto, or Person of Colour, so taken on board and transported, as aforesaid, the sum of eight hundred dollars; one moiety thereof to the use of the United States, and the other moiety to any person or persons who shall sue for and prosecute the same to effect: Provided, however, that nothing in this section shall extend to prohibit the taking on board, or transporting on any river, or inland bay of the sea, within the jurisdiction of the United States, any Negro, Mulatto, or Person of Colour (not imported contrary to the provisions of this Act), in any vessel or species of craft whatever.

IX. And be it further enacted, That the captain, master, or commander of any ship or vessel of the burden of forty tons or more, from and after the first day of January, one thousand eight hundred and eight, sailing coastwise, from any port in the United States, to any port or place within the jurisdiction of the same, having on board any Negro, Mulatto, or Person of Colour, for the purpose of transporting them to be sold or disposed of as Slaves, or to be held to service or labour, shall, previous to the departure of such ship or vessel, make out and subscribe duplicate manifests of every such Negro, Mulatto, or Person of Colour, on board such ship or vessel, therein specifying the name and sex of each person, their age and stature as near as may be, and the class to which they respectively belong, whether Negro, Mulatto, or Person of Colour, with the name and place of residence of every owner or shipper of the same, and shall deliver such manifests to the collector of the port, if there be one, otherwise to the surveyor, before whom the captain, master, or commander, together with the owner, or shipper, shall severally swear or affirm, to the best of their knowledge and belief, that the persons therein specified were not imported or brought into the United States, from and after the first day of January, one thousand eight

hundred and eight, and that under the laws of the state, they are held to service or labour; whereupon the said collector or surveyor shall certify the same on the said manifests, one of which he shall return to the said captain, master, or commander, with a permit, specifying thereon the number, names, and general description of such persons, and authorizing him to proceed to the port of his destination. And if any ship or vessel, being laden and destined as aforesaid, shall depart from the port where she may then be, without the captain, master, or commander, having first made out and subscribed duplicate manifests, of every Negro, Mulatto, and Person of Colour, on board such ship or vessel, as aforesaid, and without having previously delivered the same to the said collector or surveyor, and obtained a permit, in manner as herein required, or shall, previous to her arrival at the port of her destination, take on board any Negro, Mulatto, or Person of Colour, other than those specified in the manifests, as aforesaid, every such ship or vessel, together with her tackle, apparel, and furniture, shall be forfeited to the use of the United States, and may be seized, prosecuted, and condemned, in any court of the United States having jurisdiction thereof; and the captain, master, or commander of every such ship or vessel shall moreover forfeit, for every such Negro, Mulatto, or Person of Colour, so transported or taken on board, contrary to the provisions of this Act, the sum of one thousand dollars; one moiety thereof to the United States, and the other moiety to the use of any person or persons who shall sue for and prosecute the same to effect.

X. And be it further enacted, That the captain, master, or commander, of every ship or vessel of the burden of forty tons or more, from and after the first day of January, one thousand eight hundred and eight, sailing coastwise, and having on board any Negro, Mulatto, or Person of Colour, to sell or dispose of as Slaves, or to be held to service or labour, and arriving in any port within the jurisdiction of the United States, from any other port within the same, shall, previous to the unlading or putting on shore

any of the persons aforesaid, or suffering them to go on shore, deliver to the collector, if there be one, or if not, to the surveyor residing at the port of her arrival, the manifest certified by the collector or surveyor of the port from whence she sailed, as is herein before directed, to the truth of which before such officer he shall swear or affirm; and if the collector or surveyor shall be satisfied therewith, he shall thereupon grant a permit for unlading or suffering such Negro, Mulatto, or Person of Colour, to be put on shore; and if the captain, master, or commander of any such ship or vessel, being laden as aforesaid, shall neglect or refuse to deliver the manifest at the time and in the manner herein directed, or shall land or put on shore any Negro, Mulatto, or Person of Colour, for the purpose aforesaid, before he shall have delivered his manifest as aforesaid, and obtained a permit for that purpose, every such captain, master, or commander, shall forfeit and pay ten thousand dollars; one moiety thereof to the United States, the other moiety to the use of any person or persons who shall sue for and prosecute the same to effect.

H.

Prospectus of the Memoirs of the late Granville Sharp, Esq.

SHORTLY will be published, by subscription, in one vol. 4to, price two guineas, MEMOIRS of this distinguished Philanthropist, compiled from his own MSS. and other authentic documents, in the possession of his family and of the African Institution; comprising a selection of his correspondence with many eminent contemporary characters in England, France, and America; by PRINCE HOARE, Esq. To which will be added, Observations on Mr. Sharp's scriptural Criticisms and Literature, by the Right Rev. the Lord Bishop of St. David's, together with a Portrait, taken from an original drawing by Dance, and engraved under his immediate superintendence.

The whole profits to be given to the African Institution.

Ever since the decease of Mr. Granville Sharp, it has appeared to be the general wish of his surviving friends, that an honourable memorial of his life should be prepared for the public. To transmit to posterity the remembrance of a character of so great worth, and of a life of such continued action in support of all that is most valuable to mankind, is a tribute, not only due to virtue and to religion, but beneficial also, it may be hoped, to humanity.

But the difficulty of the task was not inferior to the duty of its performance. The length and variety of Mr. Sharp's public exertions, the importance of his undertakings, and, above all, the voluminous mass of documents bequeathed by him, from which alone the springs of his actions could be shewn, and his real character delineated, presented a prospect of labour, equally gratifying and overwhelming.

His dignified achievements were to be displayed in historical succession, and the reader was to be enabled to trace, in one distinct view, the connected progress and extensive course of his beneficence. His character was to be rendered uniformly perspicuous,—the meek Christian—the intrepid champion of freedom—the unwearied vindicator of his country's laws, her constitution, and her Church—the foe to error---the friend to man*. United with these requisites, his labours in literature, in legal researches, in morals, and in scriptural criticism, together with a train of numerous acts of private philanthropy, were to make up the detail of his long and active life.

However arduous the attempt, it has nevertheless been made, and its result is now to be submitted to the public. The writer of these memoirs has framed them with scrupulous fidelity from the manuscript papers entrusted to his care; and the important assistance of the Bishop of St. David's has been kindly afforded, in points where so high a sanction was peculiarly to be desired.

To a memorial of this nature, it has been deemed not inappropriate, that there should be added a farther testi-

* Mr. Clarkson, in speaking of the final establishment, in our courts of law, of the principle of African freedom on the English soil, gives an elegant and just eulogium of Mr. Sharp. "Chiefly to him, under Divine Providence, are we to give the praise, who became the first great actor in the cause; who devoted his time, his talents, and his substance, to this Christian undertaking—by means of whose almost incessant vigilance and attention, and unwearied efforts, the poor African ceased to be hunted in our streets as a beast of prey."—

"To him we owe it, that we no longer see our public papers polluted by hateful advertisements of the sale of the human species—that we are no longer distressed by the perusal of impious rewards for bringing back the poor and the helpless into slavery—that we are prohibited the disgusting spectacle of seeing man bought by his fellow man.—To him, in short, we owe this restoration of the beauty of our Constitution, this prevention of the continuance of our national disgrace."

See the "History of the Abolition of the Slave Trade."

mony of respect for him who is the subject of it, by rendering its publication a work of public subscription.

In forming such a proposal, the writer of the memoirs is actuated by no personal motives. He cannot consent to derive pecuniary emolument from it, and has devoted the entire profits of the edition (of whatever amount) to the use of the African Institution. This mode of publication is adopted with the sole view, that the names of all who reverence the memory of Granville Sharp, or who feel an interest in human freedom, religious order, and deeds of charity and mercy, may accompany for ever the authentic memorial of his life, and thus render the record of his virtuous actions, the record also of the honours which attend them.

Subscribers names are received by the following booksellers: (viz.)—G. and W. Nicol, 58, Pall Mall; Hatchard, 190, Piccadilly; Cadell and Davies, 141, Strand; Murray, Albemarle Street; Longman, Hurst, Rees, and Co. 39, Paternoster Row; Hookham, 15, Old Bond Street; Butterworth and Son, 43, Fleet Street; J. and A. Arch, 61, Cornhill; Colburn, 50, Conduit Street; Asperne, 32, Cornhill; and Phillipps, George Yard, Lombard Street.

I.

Extract of a Statement relative to the Outrages committed on the innocent Traffic of Africa, by Ships engaged in the Slave Trade, drawn up from authentic Documents.

“ DURING the last two years many armed Slave-ships have come to the coast, and have employed force to effectuate their purpose ; and, when interrupted, they have threatened to return with armed ships, of a large class ; and, in some instances, have executed their threats.

A few of these armed ships have come from the Brazils, and one or two from Martinique, but for the most part they have come from the United States of America, having first obtained a Spanish disguise at the Havannah. They have consisted chiefly of vessels which had been employed as American privateers during the late war, and which sail uncommonly fast. In more than one instance they have come in small squadrons of two or three vessels, for the purposes of attacking and capturing any armed vessel which might obstruct their proceedings.

A few of the cases are stated below.

1. *The Temeraire*.—This vessel came from the Brazils, and bore the Portuguese flag. She mounted eighteen guns, and was strongly manned. She resisted his Majesty's ship *Bann*, and was not taken until she had suffered greatly in her sails and rigging.

2. *The Seal*, Portuguese.—This vessel was found trading in the river Lagos, under Portuguese colours, in August 1815. She was strongly manned and armed, and maintained an engagement of forty minutes with the vessel which attempted

to examine her. The River Lagos is to the *North* of the Line.

3. *The Rose*.—This vessel came to the coast under Spanish colours, although really American property. She was formerly an American privateer, belonging to Baltimore; whence she was sent to the Havannah, under the command of a person who knew at the time that she was destined for the Coast of Africa. She was sold at the Havannah to a Spaniard, who dispatched her in a few days to the Coast; the former commander still remaining on board as supercargo, and taking with him the same cargo he had brought from America, and several of the same crew. She was strongly manned and armed, and did not yield to his Majesty's ship *Bann*, until after a considerable resistance. This was in January 1816.

4. *The Louis**.—This vessel was from Martinique, and was well armed and manned. She was detained by his Majesty's colonial ship, *Princess Charlotte*, but not without a severe contest, in which twenty of the crew of the *Princess Charlotte* were killed or wounded. This was in March 1816.

5. *Two armed Schooners*, names unknown, under Spanish colours, resisted and beat off the *Princess Charlotte*, and carried off from the Windward Coast cargoes of Slaves. This was in July 1815.

6. *The Camperdown*.—This vessel bore the Spanish flag, and was armed with sixteen guns, and manned with fifty men, said to be all Americans. The vessel herself was also American built. She has made repeated voyages to the Coast, and, though twice encountered by English cruizers, has always escaped, from her great superiority in sailing.

7. *La Paz*.—This vessel bore the Spanish flag. She was taken, after a severe contest, by the *Princess Charlotte*; and on board of her were found the master and crew of an English vessel that had been captured by her some days before.

* This is the vessel on which Sir William Scott pronounced the Judgment, stated at length in the Report, p. 2.

8. *The Rayo*.—This vessel from Charlestown and the Havannah; was strongly armed; and was captured in March 1816, after fighting for a considerable time.

9. *A large Schooner*, from the Havannah, with Slaves on board, attacked his Majesty's ship *Ferret*, and killed two of her men; but was at length taken, and brought into Sierra Leone, in March 1816.

The effects of these proceedings have been highly detrimental on the Coast North of the Line. Exclusive of all the evils which are inseparable from a Slave Trade, under any circumstances, they have discouraged, and in some cases crushed, the first efforts to extend agriculture and legitimate commerce, which had been produced in this quarter by the temporary cessation of the Slave Trade. Even the usual trade of Sierra Leone with the surrounding districts, which had tended more than any thing else to give a steady impulse to the industry of the neighbouring natives, has been subjected to outrage and spoliation, attended in some cases with the loss of life. Such proceedings operate also most fatally in another point of view. The native Chiefs and Traders who began at length to be convinced, by the evidence of facts, that the Abolition was likely to be permanent, and that it was therefore absolutely necessary to engage heartily in schemes of cultivation, if they would preserve their influence, have learnt from recent events to distrust all such assurances. Notwithstanding all that had been said and done, they now see the Slave-traders again sweeping the whole range of coast without molestation—nay, with the air of triumph and defiance. It will be long, therefore, before they are likely to yield to the same conviction, respecting the purposes of the European Powers to abolish the Slave Trade, which they had been led to admit. Even if effectual means should now be adopted for totally and finally abolishing this traffic, several years must probably elapse before they will be induced to forego the expectation of its revival. It would be difficult fully to appreciate the deep and lasting injury inflicted on Northern

Africa by the transactions of the last two or three years. And this injury will be the greater, because, in the interior of that country at least, the inhabitants do not discriminate with any accuracy between the different nations of Europe: they only know, in general, that the White Men, who had ceased to trade in Slaves, and who, they understood, were to trade no more in that commodity, except as smugglers, liable to be seized and punished, have now resumed the open, avowed, and uncontroled practice of that traffic.

*Extract of a Statement subsequently received from
Sierra Leone, on the same Subject.*

The following is an enumeration of some cases concerning which we have certain information.

1. *The Schooner* (name unknown) whose crew destroyed the brig *Kitty*, of Liverpool, murdered the master (Roach), and carried the Black People (two of whom were captured Negroes of Sierra Leone) as Slaves to the Havannah.

2. *The Cumperdown*, a brig of sixteen guns, and a large complement of men, commanded by the same person as the preceding. She destroyed the sloops *Rambler* and *Trial*, belonging to this port, and carried the Blacks off as Slaves. It is supposed that she carried off at least two hundred free Blacks in her different voyages, as she made Slaves of all the people going on board in canoes. She had several skirmishes with the *Princess Charlotte*, and was once chased by the *Creole* and *Astrea*.

3. *The Laura Anna*, taken in the Rio Nunez, where it was necessary to promise the sailors their wages, to prevent an action.

4. *The Venganza*, which fought the party sent after her to the Gambia, and at last was blown up whilst engaging.

5. *The Mulatto*, a large schooner, painted black, which made two or three voyages to the Coast, carried away a great number of free Negroes, and beat off the *Princess Charlotte*.

6. *A large Schooner*, likewise painted black, her companion, which also beat off the *Princess Charlotte*.

7. *The Paz*, which, under the American flag, beat off the *Princess Charlotte*, and killed several of her men.

8. *The Seal*---Portuguese---a large brig under Portuguese colours, with twelve or fourteen guns, and about men: fought the *Princess Charlotte* off Lagos for a long time, but was taken Slaving, in violation of the last Treaty with Portugal.

9. *The Rose*, formerly an American privateer: fitted out in America and manned with Americans, but supposed to be the property of an English passenger on board, who was an old Slave Trader at Mesurado, from which place she Slaved: fought the boats of his Majesty's ship *Bann* and the commissioned sloop *Mary* for some time, but was at length captured.

10. *The French Brig Louis**, from St. Pierre's, Martinique, manned with a French crew: she fought the colonial vessel for several hours, and was not taken without a very severe loss on both sides.

11. *Schooner Guadaloupe*, taken by the Young *Princess Charlotte*. Besides their regular charge of two round shot, her guns were each of them loaded with bags of five hundred musket balls. She was taken by boarding.

12. *Brig Temerario*, from Brazil. She was built on purpose for this forced trade: has eighteen guns, which were cast on purpose, with her name on them. She made one trip to the Coast, when she was chased by the *Princess Charlotte*, but escaped. On her second trip she was taken, after an action of two hours, by his Majesty's ship *Bann*. She had a complement of eighty men, and was Slaving in violation of the last Treaty with Portugal.

13. *Schooner Dolores*, formerly an American schooner, but said to belong to an English house in the Havannah. Taken after a severe action, by his Majesty's ship *Ferret*.

14. *Brig Neuva Paz*, formerly the American privateer

* Vide p. 2. of the Report.

Argus: fitted out from America, though supposed in part to be British property, and manned with Americans and English. She took and plundered the schooner *Apollo* of this port, and made an attack on the *Prince Regent*, but was captured by boarding, after a short but severe action.

15. *Schooner Carmen*, from Brazil: taken by the Sir James Yeo, for Slaving to the North of the Line. She had a flag with a Death's Head and Marrow Bones.

16. *Schooner Triumfrite*, from Havannah, late the American privateer *Criterion*, of sixteen guns and men, commanded by a Portuguese subject. Taken by the boats of the *Prince Regent*, after a severe action, in the river Cameroons. The captain declared, that, had he been fully prepared, and met the *Prince Regent* at sea, he would have sunk her.

17. *The American Schooner Dorset*, of guns and men, from Baltimore direct—called the Spanish schooner *Triumvirata*—with an American supercargo, a Spanish captain, and American, French, English, and Spanish crew. Taken, after a smart action, in the Rio Pongas, last January, by a vessel from this place.

18. *A large Schooner*, name unknown, supposed from the Havannah: took and plundered the brig *Industry* of this port, last November, and carried the greatest part of the crew off as Slaves.

19. *The Saucy Jack*, an American privateer, which carried off a cargo of Slaves in 1814, and, it is believed, convoyed several vessels to and from the coast. He boarded, but did not molest, a sloop from this place to Goree with rice.

These are specific instances, which have all been proved before some court of justice; and there is every probability that this is only a small proportion of the vessels of this description which visit the Coast for the purpose of carrying on the Slave Trade.

It has also lately become the practice of these vessels to sail in company, and thus deter the crews of his Majesty's vessels from attempting to capture them.

When interrupted, the captains have almost universally

threatened to return with armed ships of a larger class, although, from the universality of the trade, it is difficult to remember every particular instance. The *Neuva Paz* was one where the threat was put in execution; and one of the most violent of the Slave-traders has very lately returned to the Gallinas, and sent up a message, by an American, that he was waiting for the Prince Regent: unfortunately, she was then unrigged, and repairing, at Bance Island, which gave this Slave captain an opportunity of carrying off a cargo. The *Dolores* and *Temerario* were avowedly fitted out for the destruction of the colonial brig; and there can be no doubt but that very violent and powerful attempts will be made for that purpose, as, from the great annoyance she has been to the Slave-traders, the constant terror of her being found between Cape Verd and Cape Palmas (a circumstance which has prevented many vessels from Slaving off that part of the coast), and the number of vessels she has captured, she is an object of the greatest hatred and detestation to the Slave-merchants.

The few men of war which are sent out, run down the coast, and then leave it; whilst the colonial brig of *Sierra Leone* is constantly roving about, keeping the Slave-traders in daily fear of a visit.

The *Havannah* is the port from which the majority of these vessels are fitted out; though many of them, as the old American privateers, are fitted out in America, and only go to the *Havannah* for papers, &c.; whilst some, like the *Dorset*, alias *Triumvirata*, have the papers carried from the *Havannah* to America. A few, like the *Louis*, are fitted out from the French Islands; and the Portuguese come from the *Brazils*.

Many more instances of the aggressions of Slave-ships on the innocent trade of Africa might be adduced, but enough has been stated to shew the extreme difficulties and dangers under which it labours, and which must continue to exist so long as the Slave Trade is allowed to be carried on.

K.

*Extract from the Sierra Leone Gazette of the
3d January, 1818.*

THIS day ten years this colony was transferred from the Sierra Leone Company to his Majesty's Government; and by a return published in the then Gazette, the total number of births in the year 1807 were fifty-seven; deaths, thirty-six; and marriages, fourteen. We hope to be enabled to give in our next the return for the year 1817; and, as an evident proof of the better state of morality in the colony, we are bold to say, the marriages frequently exceed in one week the number of one year in that time.

We ought, then, to begin 1818 by rendering thanks unto HIM to whom all thanks are due.—Let us compare the present state of the colony with the rank it held even so late as 1803. The number of the youth of both sexes attending schools in Freetown and the other towns, actually exceeds by hundreds the whole population of that year. We have encountered some difficulties. Our progress for a few years was slow: some of our friends have even affirmed that we were not only stationary, but actually retrograding. We are now happy to state, in defiance of those friends and of our opponents, that greater progress has been obtained, in all the branches of civilization and moral improvement, in the short space of three years, in this very colony, so much extolled, abused, traduced, and envied, than in any other part of his Majesty's dominions.

We have much satisfaction in calling the attention of our readers to the fourth quarterly examination of the scholars of the Colonial Free-School, which took place on Monday the 22d ult., before his Excellency the Governor, the Honourable the Chief Justice, and the Members of Council.

From the Quarterly Report of the Schoolmaster, it appears that some of the scholars have quitted the school in the capacity of shopkeepers' clerks; but, that notwithstanding this, there is an increase of seventeen in the whole number of boys since the last quarter. The number of girls is the same. Though, in consequence of the holiday season and other accidental causes, there was a much thinner attendance (particularly of girls) on this, than on former similar occasions, it gave us great pleasure to observe that considerable improvement had taken place among the scholars in reading since the last examination; and several of them recited pieces of poetry and portions of Scripture very correctly.

On the whole, we may congratulate our readers on the promising state of the Schools. Several boys now fill situations, for which, but for the school, they would have been totally unfit: this affords great encouragement to proceed.

*Extract from the Sierra Leone Gazette of the
10th January, 1818.*

On the 31st ult. an examination of the school was held at Regent's Town, before his Excellency the Governor, the Honourable the Chief Justice, the Members of Council, and most of the principal inhabitants of the colony.

The appearance of the whole of the scholars (male and female) was equally creditable to their teachers and to themselves. The sight of a well-regulated school has ever been interesting to a feeling heart: we own that to us it was most peculiarly so. We had seen, but a short, very short period before, those beings, now so cleanly clad, so decent in their appearance, no way inferior to our promising country boys and fair country lasses—we had seen them brought to this colony naked, without any idea of the true God, yoked together as the brute beasts employed by man for the labour of the field---and we thanked God for the change.

In reading, the adults have made considerable progress

since the last examination : the boys and girls have kept pace with them. The examination was very properly concluded by singing (the boys and girls in chorus) of hymns in praise to our REDEEMER. The singing was executed with infinite taste and good voices. Well might they, and well may we, sing praise to the Lord.

Here we might expatiate with delight on such a scene, and in such a place. Three years are scarcely elapsed, and a wilderness, known under the vile name of Hogbrook, is changed into a Christian and romantic spot, inhabited by upwards of *thirteen hundred British loyal subjects*.

The company were hospitably entertained by his Excellency, at the Parsonage-house, erected within the last year, and newly finished : it is the residence of the Rev. William Johnson, the present worthy chaplain and superintendant. That house, the church, other public buildings, and indeed the private houses (now building by subscription among themselves), were and are raising by those very beings whom the traffickers in human blood have so long calumniated and oppressed. The whole of those buildings are in a most elegant style ; and we have been assured, as before stated, built by captured Negroes, a few soldiers of the Royal African Corps, and an European artificer attached to the engineer department. The day was ended as begun, in innocent hilarity, and will undoubtedly be long remembered by those present. The British flag was flying on the tower of St. Charles's church, the first *stone* church erected on the west coast of Africa, in 1816. His Excellency is now enlarging it ; and when completed, which will be in the course of one or two months, it will accommodate thirteen or fourteen hundred persons.

*Extract from the Sierra Leone Gazette of the
17th January, 1818.*

On Tuesday the 6th instant, the school at Leicester Mountain was examined, in presence of his Excellency the Governor, the Hon. T. S. Buckle, &c. &c. The children appeared as might have been expected from their being under the special care of the "Church Missionary Society." The examination was, with very great propriety, begun and ended by singing hymns in praise to God, and prayer.

The boys (two hundred) and girls (fifty) went through their different exercises in a manner creditable to themselves and their teachers. The examination took place in the church erected by the Society on Leicester Mountain. The site commands a most extensive view of the town, harbour, and sea. It will stand as a landmark of Christianity. The sailor, on seeing its spire from afar, will return praise to his God, and bless his country for having thus afforded an asylum to the oppressed African. The view of a church on British ground in Africa, proclaims the liberty of the subject.

*Extract of a Letter from his Excellency the Governor
of Sierra Leone, addressed to the Secretary of the
African Institution, dated Government House, 6th
March, 1818.*

I shall avail myself of an early opportunity to forward the return of the schools*. The number of scholars of both sexes in the country towns has increased, and the grand total of men, women, boys, and girls, now attending schools on the Peninsula, does not fall short of *two thousand*. The inhabitants of the colony have so very frequently experienced the interest the friends of Africa take in their prosperity, that I

* These Returns have not yet been received.

feel it a most pleasing part of my duty to be enabled to prove, by incontrovertible documents, the very great improvement in the commercial importance of this colony. The enclosed returns prove that during the year 1817 the amount of merchandize imported into the colony exceeds that of the year 1816 by 39,286*l.* and the number of vessels fourteen*. I doubt not but you will observe with pleasure, that this increase is on the *British* goods. The prospect of our export for the present year is highly flattering, the wood for ship-building having been so successfully tried in the Royal dock-yard. One vessel has already sailed, in January (the *Pyrennees*): the brig *Mary* sails this day with the same: the *Magdeline* is loaded in the harbour, on the point of sailing: the ship *Preston* is loading near Bance Island: several vessels are expected. The rice-harvest has been abundant: preparations are making for cleaning that article so as to render it fit for the West-India market; and if the experiments of rice-mills, which I understand are now making at home, should succeed, I have no doubt but from the neighbourhood of this very colony, so frequently traduced, a great proportion, if not the whole, of our West-India Islands, could be supplied with food procured by British merchants, and with goods the produce of the mother country or of her East-India empire,---and the adjoining rivers would thus be amply repaid for giving up the Slave Trade.

* See the Returns alluded to at the end of this Appendix.

GENERAL RETURN of FREE SCHOOLS for the Education of Male and Female Children and Adults in the Peninsula of Sierra Leone, March 31, 1817.

STATIONS.	NATURE OF ESTABLISHMENT.	NO. OF PUPILS.		SUPERINTENDANTS.	REMARKS.
		Males. Fem.			
Free Town	Daily Colonial School for Males	162	} Royal British System.	Mess. Hirst & Turner.	{ Improvement general. Eight have been removed to Trades and Clerkships. Mechanics, employed in the adjacent towns, where they receive instruction; will return shortly—50 now in attendance. Great improvement since 1st October 1816.
	Evening ditto for Males	178		Mr. Turner.	
	Daily ditto for Females	130		Mrs. Turner.	
	Sunday ditto for Females	105		Mr. & Mrs. Turner.	
Leicester Mountain	Daily School for Males	227	} Dr. Bell's System of Education.	[Rev. L. Butscher and Mr. & Mrs. Horton.	{ Improvement general. Many of these Girls were removed to these Establishments from the Female-captured Negro School at Free Town, which has been discontinued.
	Ditto for Females	59			
Regent's Town ..	Daily and Evening School for Males	179		Mr. Johnson.	
	Ditto ditto for Females	93		Mrs. Johnson.	
Gloucester Town	Daily School for Males	13		Mr. Deering.	
	Ditto for Females	67		Mrs. Deering.	
Kissi Town	Daily School for Males	74		Rev. F. Wenzel.	
	Ditto for Females	77		Mrs. Wenzel.	
	Totals	833 531			

GENERAL REMARKS.—The Schools are usually well attended, and both Males and Females appear zealous to reap the advantages of the instruction given them. At the instant this Return was completed, 58 Pupils were added to the Establishment at Regent's Town, making there in all 330. The General Total will then stand thus: Males, 833—Females, 531—Added as above, 58—Grand Total, 1422.

LIST of VESSELS entered at the Custom-House, Sierra Leone, with the Amount of Cargo imported by each between the 16th day of December 1816, and the 22d day of November 1817.

NAMES OF VESSELS.	Invoice of British Goods landed.			Invoice of Foreign Goods landed.		
	L.	s.	d.	L.	s.	d.
Schooner Pilehard	75	13	8	33	4	0
Brig Euphemia.....	670	15	3	74	14	0
— Findlay	8747	0	8	123	3	4
Ship Gurthland	1101	12	5	0	0	0
Brig Charlotte Gambier ..	70	6	6	0	0	0
— Ceres	565	5	8	119	0	5
Cutter Active	157	4	1	0	0	0
Ship Echo	10,780	1	9	933	8	6
Schooner Mary	1777	12	4	0	0	0
— Hope	98	9	6	0	0	0
— Roebuck	3514	16	0	277	0	0
Ship Colin	288	11	0	30	12	0
Brig Albion	1022	2	6	340	0	9
— Isabella	602	12	0	0	0	0
Schooner Nimble	80	0	0	0	0	0
— Union	969	2	5	0	0	0
Brig Salisbury	2185	15	5	219	11	6
Schooner Echo	240	8	5	38	5	0
— Isabella	192	4	0	0	0	0
— Hope.....	337	5	5	12	10	0
Ship Frances Ann	25	8	6	0	0	0
Brig Mary	4140	11	5	440	14	5
Schooner Eliza	0	0	0	224	0	0
Brig Factor	77	6	6	0	0	0
Schooner Roebuck	330	14	0	0	0	0
— Dart	628	15	8 $\frac{1}{4}$	15	15	6
Brig Catharine	2815	0	10	320	2	6
Cutter Active	26	5	0	0	0	0
Brig Young Roscius.....	1262	6	4 $\frac{1}{2}$	0	0	0
Schooner Eliza	0	0	0	104	15	0
Cutter Sophia	0	0	0	326	1	6
Brig Three Friends.....	161	5	0	0	0	0
Schooner Nimble	1137	3	1	86	11	4 $\frac{1}{2}$
— George & James	2409	15	3	30	7	10
Ship British Tar	1611	9	9	867	6	6
— Colin	50	0	0	21	6	2
Brig George	8310	17	7	1602	0	10
— Findlay	2722	11	4	441	17	1
— John and William ..	678	11	8	0	0	0
— Magdalene	9051	7	2	698	6	0
— Belvidere	0	0	0	65	11	3
— Warren	0	0	0	22	10	0
Schooner Apollo	0	0	0	214	10	0
Totals.....	L.67,566	2	3 $\frac{1}{4}$	7683	9	9 $\frac{1}{2}$

(Signed)

J. REFFELL,
Collector of Duties.Custom-House, Free Town,
Sierra Leone, January 1, 1818.

COMPARATIVE STATEMENT of the Number of Vessels entered at the Custom-House, Free Town, Sierra Leone, and the Amount of Imports per said Vessels, for the undermentioned Periods.

PERIOD.	No. of Vessels entered.	Invoice Amount of Imports of British Goods per said Vessels.			Invoice Amount of Foreign Goods per said Vessels.			Total Invoice Am ^t . of Imports per said Vessels.			REMARKS.
		L.	s.	d.	L.	s.	d.	L.	s.	d.	
From Dec. 6, 1815, to Dec. 9, 1816	30	28,019	5	11 $\frac{1}{4}$	8034	3	1	36,053	9	0 $\frac{1}{4}$	Four of these Vessels landed no Cargo.
From Dec. 10, 1816, to Nov. 22, 1817	44	67,656	2	3 $\frac{1}{4}$	7683	9	9 $\frac{1}{2}$	75,339	12	0 $\frac{1}{4}$	Two of these Vessels landed no Cargo.

Increase in the latter period, of 14 Vessels and L.39,286 3s. 0d. Sterling Imports.

Custom House, Free Town,
Sierra Leone, 1st January, 1818.

(Signed)

J. REFFELL, Collector.

EXPORTS for the YEAR commencing 1st January, and ending 31st December 1817.

No. Vessels.	Tonnage.	
16	2870	
1514	Logs of Timber.	
45,000	Billets of Redwood.	
7300	Billets of Ebony.	
120	Tons.	
19	Cwt.	
3	Qrs.	
20	lbs.	
8396	Billets w ^t unk ⁿ	
672	lbs.	
2826	No w ^t unk ⁿ	
60	No. of Sea-Horse Teeth.	
8	No. of Screvelloes.	
60	Tons Grabled Gum Seneca.	
125	lbs.	
3	Casks, w ^t unk ⁿ	
9616	lbs.	
3	Hds, w ^t unk ⁿ	
4	Tierces, w ^t unk ⁿ	
236	Bags, w ^t unk ⁿ	
2079	lbs.	
2	Casks, w ^t unk ⁿ	
35	Calabash, w ^t unk ⁿ	
61	Pieces, w ^t unk ⁿ	
9575	Gallons.	
1	Barrel, q ^y unk ⁿ	
50	Tons.	
1	Punchon w ^t unk ⁿ	
2	Barrels, w ^t unk ⁿ	
44	Bags, w ^t unk ⁿ	
2	Cwt, of	
22	No. of Mats.	
2	No. of Tiger Skins.	
1	Parcel of Gold Dust.	
2	Boxes, Specim. of Minerals.	

(Signed)

J. REFFELL, Collector.

Custom-House, Free Town, Sierra Leone,
1st January, 1818.

ACCOUNT of the CAPTURED NEGROES in the COLONY of SIERRA LEONE.

TOWN.	SUPERINTENDANTS.	Settled in Colony on Lands and supporting selves by industry.		Wives of ditto. & others, and Wives of Men in R. Af. Corps.		Learning the Arts of Sawyers, Carpenters, Masons, Shingle Making, Brick Making, Tailors, &c. &c.			Living as Free Servants or Apprentices.			Attending Schools.		Living with their Parents, or Country People.		Employed Trading in adjoining Rivers, no settled residence.		Born in the Colony.		TOTAL.				GRAND TOTAL.	REMARKS.
		Men	Boys	Men	Boys	Men	Women	Boys	Girls	Boys	Girls	Boys	Girls	Boys	Girls	Men	Women	Boys	Girls	Men	Women	Boys	Girls		
Free Town, and its immediate Neighbourhood.		203	407	10	153	40	40	216	97					83	100			58	51	253	447	490	218	1438	Government and private Apprentices (Boys) attend the Colonial School Morning and Evening. Girls, the Sunday School. (The Boys and Men learning Arts are Government Apprentices.)
Leicester Town.		32	36											2				10	10	32	35	12	10	90	
Church Missionary Society, Christian Institution, Leicesters Mount.	Rev. L. Butcher, and Mr. & Mrs. Horton.								227	59												227	59	286	Living under the Superintendence of the Church Missionary Society; several of the Boys work at various Trades. Adults taught Christianity and Agriculture. This town has lately had a Superintendent. Adults & Artificers attend evening School.
Gloucester Town.	Mr. and Mrs. Deering.	125	30	28					13	67										153	30	13	67	263	
Bathurst Town.	Mr. Kearney.	40	35	15										15	2			2	1	55	35	17	3	110	Several Adults, and all the Mechanics, attend an evening School. This Town has very lately had a Superintendent.
Leopold Town.	Rev. W. Davies.	80	33	9	3									7	1			1		89	33	11	1	134	
Charlotte Town.	Wm. Ashford.	46	27	9	2													1		55	27	3		85	These People live in Hamlets. There is only a supposed Number, there being no means of earning a correct account.
Regents Town, and its Vicinity.	Rev. Mr. and Mrs. Johnson.	509	368	62	56				179	95	5	10						2	4	571	365	210	107	1283	
Wilberforce Town, and its Vicinity.	Mr. J. B. Cates.	153	126											20	2			31	42	133	126	51	47	347	These People live in Hamlets. There is only a supposed Number, there being no means of earning a correct account.
Kissi Town, and its Vicinity.	Rev. T. Wenzel, Mr. Brennan, Mrs. Wenzel, & Susan Streeter.	111	89	19					74	77	8	1						12	13	130	69	94	91	494	
Spread over the Peninsula.		182	115											22	13			19	21	182	115	41	37	375	These People live in Hamlets. There is only a supposed Number, there being no means of earning a correct account.
No settled place of Residence																220	65								
Total...		1461	1263	152	194	40	40	216	97	403	295	160	129	220	32	130	146	167	1462	1462	1462	1462	1462	1462	

(Signed)

C. MCARTHY.

L.

Extracts from the "Account of the Expedition to the Congo:" printed for John Murray, London: 1818.

“ ON the 30th June (1816), we anchored in the evening off Malemba Point, in fifteen fathoms, and on the morning of the 1st (July) were surprised by a visit from the Mafook or King's merchant of Malemba, accompanied by several other Negro gentlemen, and a large cortege of attendants, in an European-built four-oared boat and two canoes, one of which latter preceded the boat to announce the great man, and the officer in her introduced himself by letting us know, that ‘ he was a gentleman, and his name was Tom Liverpool.’ The first question put by the Mafook, on his coming on board, was, ‘ if we wanted Slaves ;’ nor could we for a long time convince him in the negative, observing that we were only merchant-ships, and particularly from our numerous boats. Having at last made him understand the motives of the expedition, and informed him that no nation but the Portuguese were now permitted to trade in Slaves, he very liberally began to abuse the Sovereigns of Europe, telling us, that he was over-run with captives whom he would sell at half their value, adding, that the only vessel that had visited Malemba for five years, was a French ship, about a year before this time ; and, according to him, the Portuguese Government had prohibited their subjects from trafficking in Slaves to the North of Cabenda, where there were now nine vessels bearing their colours, and one Spaniard. The Mafook, however, acknowledged that they sometimes sent their boats from Cabenda to Malemba, to procure Slaves; and indeed we saw an European boat sailing between the two ports. From the description of the vessel hoisting Spanish colours at Cabenda, there could be no doubt of her being the ship we passed on the 18th.”

Pages 61, 62.

“ A brig under Spanish colours, with twelve guns and fifty men, cleared out from the Havannah, arrived this day in the River for Slaves. Her nominal mate, but real captain, and a number of their crew, being English and Irish, though pretended Americans, left no doubt of her being either English or American property.” *p. 90.*

“ Simmons, a Black man, whom I had received at Deptford from Sir Home Popham’s flag-ship, for a passage to his country, here first met with some of his family. His father and brother came on board the sloop. The transport of joy at the meeting was much more strongly expressed by the father than by the son, whose European ideas, though acquired in the school of Slavery, did not seem to assimilate with those of Negro society; and he persisted in wearing his European jacket and trowsers: he however went on shore with his friends, and throughout the night the town resounded with the sound of the drum, and the songs of rejoicing. The story of this man, which I had before never thought of inquiring into, and which was partly related by his father, adds one blot more to the character of European Slave-traders. His father, who is called Mongova Seki, a Prince of the Blood, and Counsellor to the King of Embomma, entrusted him, when eight or ten years old, to a Liverpool captain, of the name of ———, to be educated (or, according to his expression, to learn to make book) in England; but his conscientious guardian found it less troublesome to have him taught to make sugar at St. Kitts, where he accordingly sold him; and from whence he contrived to make his escape, and get on board an English ship of war, from which he was paid off on the reduction of the fleet. During our passage he performed, without any signs of impatience or disgust, the menial office of cook’s-mate.”

p. 149.

The following extract relating to the same transaction is from Professor Smith’s Journal.

“ The most interesting personage was the father of Simmons. He had given his son in charge to a trading Slave

captain of Liverpool, in order to be educated in England; but instead of this, the boy had been sold by this captain in the West Indies, where he had suffered many hardships; from which he escaped by getting on board a King's ship, from which he was by mere accident sent on board the Congo. The father, after waiting for his return eleven years, during which time he had made many inquiries for him in vain, had now unexpectedly got intelligence of his being with us, and came on board the first evening of our arrival near Loomba. His excessive joy, the ardour with which he hugged his son in his arms, proved that even among this people, nature is awake to tender emotions. As a token of gratitude, he offered to the captain a present of nine Slaves. Simmons was here an important personage, was called Mafook, carried in a palanquin", &c. p. 300.

"After having refreshed and rested ourselves, I waited on the Chenoo with a little brandy, and found less pomp and noise, but much more civility and hospitality, than from the richer kings I had visited. This old man seemed perfectly satisfied with our account of the motives of our visit, not asking a single question, treating us with a little palm wine, and sending me a present of six fowls, without asking for any thing in return. In one of the courts of his tene-ment, we had the disagreeable sight of two men Slaves prepared for sale, one having a long fork stick fastened to his neck, and the other with European-made irons on his legs. On inquiry, I found that there were fourteen Slaves in the Banza for sale, who were going to Embomma." p. 149.

"The trading, or marketable Slaves, are those purchased from the itinerant Black Slave-merchants, and are either taken in war, kidnapped, or condemned for crimes: the first two of these classes, however, evidently form the great mass of the exported Slaves; and it would seem that the kidnapped ones (or, as the Slave-merchants who speak English call it, 'catching in the bush'), are by far the most numerous. This practice, however, is certainly unknown at present on the banks of this river, as far as we have yet proceeded." p. 161.

"The abolition of the Slave Trade, though it will produce little or no effect on the state of domestic Slavery (which is not incompatible with a high degree of civilization), must, in the end, tend greatly to improve Africa, by rendering the communication between different parts of the country free from the danger of being kidnapped; which now represses all curiosity, or all desire of the people of one Banza to go beyond the neighbouring one. Every man I have conversed with, indeed, acknowledges, that if White men did not come for Slaves, the practice of kidnapping would no longer exist; and the wars, which nine times out of ten result from the European Slave Trade, would be proportionally less frequent. The people at large most assuredly desire the cessation of a trade, in which, on the contrary, all the great men deriving a large portion of their revenue from the presents it produces—as well as the Slave-merchants, who, however, are not numerous—are interested in the continuance. It is not however to be expected, that the effects of the Abolition will be immediately perceptible; on the contrary, it will probably require more than one generation to become apparent: for effects which have been the consequence of a practice of three centuries, will certainly continue long after the cause is removed." *p. 186.*

"On the summit of one of the hills we met a caravan of Slave-traders going to Embomma, consisting of thirty men; eight with muskets, the rest loaded with cassava and ground-nuts, some of which they kindly gave us. One man and four boys, Slaves, were from the Soondah country: all said they were taken in the bushes. One of the boys made the most violent screams on seeing us; even the children of seven or eight years old held fast by the hands of their owners while we were present." *p. 203.*

"The only presents made by Europeans concerned in the Slave Trade, were brandy, muskets, and powder, all promoters of civilization, and encouragers of population."

p. 203.

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